START

THE

BICYCLING WORLD

ROLL CONTENTS

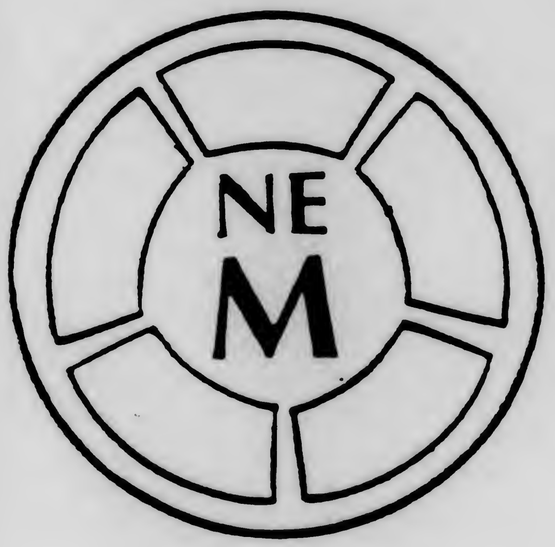
VOLUME 13

ROLL NO. [redacted] 4

MICROFILMED FROM COLLECTIONS IN BOSTON PUBLIC LIBRARY

MICROFILMED 1993

FILMED BY:



New **E**ngland
Micrographics, inc.

344 Boston Post Road, Marlboro, MA 01752

1-800-433-4065

A C A

PM-PLN 11"x14"
PLANETARY PHOTOGRAPHIC

150mm

POINT SIZE

4 Z35lg 1jrb7 YOr8j Zlo6x
6 Hg47j W9pa9 A7o7q Ge92
8 Su1xi 33q7n Oelvf 4ef8k
10 2xbiy Gmn0c Y5a5o E1t9g
12 7n34a K2b8t D6fmh 9ss9d
14 Wcuzl L1cdg 6Y3sl Okjdg

FUTURA

NEWS GOTHIC

14 K2b8t Okjdg 4ef8k Gmn0c
12 Zlo6x Ge92 7n34a 6Y3sl
10 Y0r8j A7o7q Oelvf 2xbiy
8 9ss9d L1cdg 33q7n E1t9g
6 Z35lg Hq47j Su1xi Y5a5
4 D6fmh Wcuzl 1jrb7 W9pa9

POINT SIZE

1.0 1.1 1.25 1.4 1.6

4 CJTRO NZAUS BVWCU ZLICO IZC6B
6 IZC6B U5M7P PN6SB OIKOG
8 XMBBO HWEKH XYAHQ SIDDS
10 VILNU MZHSF XMBBO HWEKH
12 6FRKM EB7AU FUDWM BOONF
14 C9E83 BI8AJ Z7QYI OKJDQ

POINT SIZE SANS SERIF (MICROFONT)

6"

SERIF (BASKERVILLE)

Oz7h9 B5e1P Wo8nk 8tizx

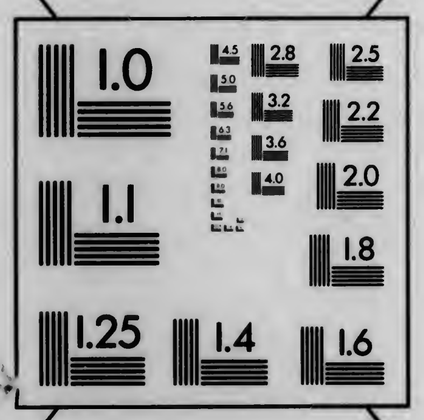
C6Jfm Zm79a 3s431 iskrY

KP7Yc Rho9t Umkh9 Eeafd

Tlwh2 2h9oz bunYr Dm325

8tizx Wo8nk C6Jfm Zm79a

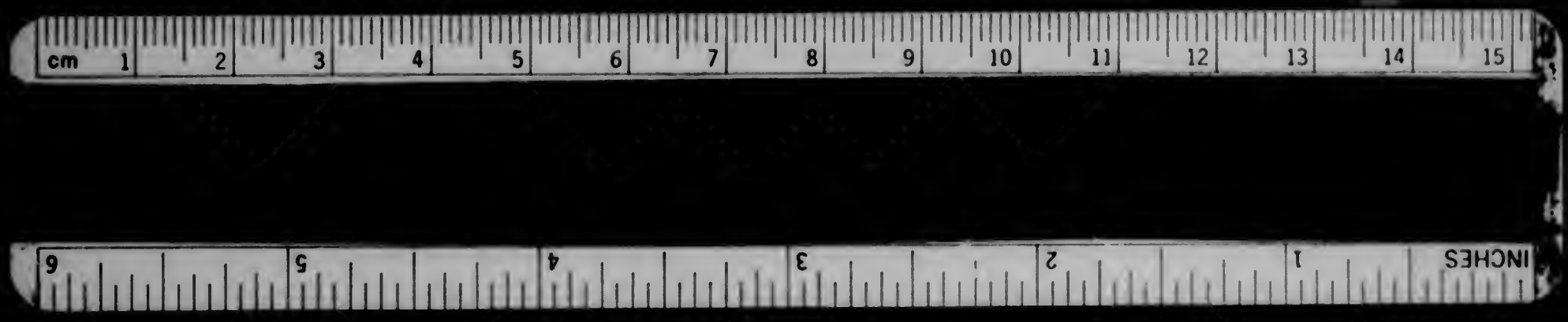
Jcno Arubd Oz7h9 Gn2ac B1eIP



New England Micrographics, inc.

344 BOSTON POST RD.
MARLBORO, MA. 01752
1-800-433-4065

B B



12x

VOLUME NO.

13

THE

BICYCLING WORLD

VOLUME XIII

MAY 7, 1886, TO OCTOBER 29, 1886

C. W. FOURDRINIER - - - - - - - }
J. S. DEAN - - - - - - - - - - } EDITORS

PUBLIC LIBRARY
OF THE
CITY OF BOSTON

BOSTON
BICYCLING WORLD COMPANY
179 TREMONT STREET
1886

Boston Public Library
Albert Barnett.
June 11. 1912
V. 13

CONTENTS.—VOLUME XIII.

	Page
An Open Letter	350
Artist in France	551
Ames Co. Election	6
Again He Tries	577
Amateur Tandem Records	613
Arthur Cunningham Dead	608
American Cyclists Union	143
A. C. U.	173
Boom and Boomlets	50, 76
Bicycle Fraud	54
Boston to Hartford on Wheels	284
Bicycle in Afghanistan	262
Bicycle in India	511
Bicycle in Central Asia	216
Breezy Acc. of N. Y. & N. J. Team. Road Race	217
Boston Club, Tri. Race	138
Blue Nose Tour	352
Boston Club, Road Race	528
Boston 100 Mile Race	555
Buffalo Home Trainer Race	142
Business Meeting	139
Boston Club Grateful	147
Brockton	85
CORRESPONDENCE— Am I an Old Fogy, 265; Boston to Hartford on Wheels, 284; Chicago, 51, 82, 110, 167, 193, 219, 243, 283, 286, 306, 329, 372, 416, 442, 463, 484, 507, 528, 556, 590; Clarksville Road Race, 81; Cleveland was the First, 530; Cyclographs, 570; Conn. Club, and L. A. W., 247; Denial from Mr. Coleman, 591; Defends Burnham, 331; Ducker to Bassett, 220; Ducker and Mass. Div., 241; Hartford, 484; He Hits Right and Left, 309; He Protests, 331; Harradons Reinstatement, 530; Intercepted Letter, 241; Jack Easy's Letter, 13, 85; Karl Kron on the Cycle, 418; Land Protest, 418; Lynn Lines, 10, 467, 484; Little Rock, Ark., 608; Like the Rest of us, He is Mixed, 575; Manhattan Meanderings, 7, 78, 114, 167, 192, 219, 243, 263, 287, 307, 328, 350, 372, 394, 442, 462, 486, 529, 551, 591; N. Y. Bi. Club, Long Distance Record, 575; N. O. to Boston, 59; N. Y. Club again Supplement May. New Montreal Claims the Honor, 552; New Haven, 530; Notes of the Cleveland Meet, 445; Notes from Hartford, 396, 416, 442; N. J. Ordinance Controversy, 398; Newport Notes, 394; Old Country, 192, 244, 286, 375, 419, 464, 506, 550, 590; Philadelphia, 52, 168; Promateur Question, 59; Plea for Professionals, 247; Quarter mile Tricycle Record, 266; Recent Election. 119; Route N. Y. and N. J. Team Road Race, 119; Spg. Heard From, 416; St. Louis, 442, 485, 508, 509, 557, 571, 591; Spa. Chatter, 445, 462, 485; Small Boy Queries, 220; Tennesee, 570; Tournaments, 485, 507; What is the Advantage, 309; Way down in Tennessee, 529; Where the Justice, 591; Weston Corrects Ducker, 266; Wants Larger Wheels, 266; Wheelmen of America, 170; What Good is the League, 195.	
Cyclodes	77
Crocker tries for the Ten Mile Tri. Record	613
Corey up Corey	194
Col. A. A. Pope	423
Corey Hill	138
Changes in L. A. W. Rules	417
Cycling Landmark Gone	219
C. W. A.	287
Clerical Tour, 1886	52
Corey Hill Climbing Contest	56
Cyclers a Success	143
Correction	52
Convicts Himself	218
Claim Sustained	360
Dorchester Club Races	557
Dorchester Bicycle Club Road Race	577
Dakin Recovering	506
English Ten Mile Championship	60
English Fifty Mile Professional Championship	60
English Twenty Mile Prof. Championship	14
East Hartford Races	17
English One Mile Record	262
"Edith" Catastrophe	467
End of Pope-Overman War	215
Every Little Helps	114
Election of Officers and Board of Officers Meeting	139
Foreign Flashes Sup. May 21	166, 328
Fred T. Merrill	597
Fatal Accident	372
Geo. E. Weber Dead	416
How to become a Prominent Cyclist	309
Hour Record	557
Hollingsworth's great Feat	216
He Falls, through an Accident	489
Hill Climbing Extraordinary	506
Home-Trainer Race	85
Huntley Falls	578
International Cycling Tour	60
Ives Challenges Whittaker	614
Ixion Bicycle Club Race Meet	598
Its English, You Know	572
Kennington Oval	14
Locks Hill	76
Latest from Stevens	78
Lynn	598
London W. Goes to Lynn	533
Ladies' Run	556
Little Rock, Ark	508
L. A. W. Meet, Buffalo	440
Lost in Russia	486
Long Island Records	489
Leg Rests	193
League of Essex County Wheelmen	148
Lynn Track Association Sued	148
L. A. W. in Vermont	291
Lines from Louisville	350, 395
L. A. W. Tour, 1886	354
Lynn Track, Sup. Aug. 27	
L. A. W. in Rhody	243
League Run	56
Meet Notes	56
Meet Notes	60
Literature	13
MANUFACTURES— Bigg's Bicycle Power, 362; Beauty Saddle (Extra 18 Sept.); Foot's Anti-Header, 266; Kay Bicycle, 576; Lucidograph, 423	
Mr. Lowell Meeting	397
More Expulsions and Suspensions	148
Mass. Div. Meeting	440
Mansfield, Ohio, Notes	82
Mail Vote	350
Mud Guard's Practical Hint	166
Mass. Club Road Race	528
Makers' Amateur, Sup 21 May	
Mass. Div. L. A. W.	375
Mass. Club Road Race	598
Mass. Club Races	557
New York State L. A. W. Division	330
New Orleans to Boston	6, 108
Newton, Waltham, and Dedham Runs	138
Notes of the Cleveland Meet	445
Newcastle, Pa., News	462
Notes from Reading	166
News and Opinions in Brief, 395, 417, 440, 467, 489, 511, 592	
National Cyclists' Union	614
New York and New Jersey Road Racing Asso	85
New York Back Minutes	396
Newcastle Race	17
New Hampshire Div. L. A. W. Meet	262
Officers of Lynn Race Meeting	60
On Spring Poetry	5
Orange Wanderers	490
Officers' Caucus	139
Our Cartoon	148
On the Rampage	244
One Hundred Mile Record	577
POETRY— Duet, 8; Exciting Ballad of Cycler and the Dorg, 609; Editor's Wail, 398; His Title, 119; In Summer, 196; Out of the Depths, 55; Please, Pleas, Plice, 595; Recipe for Makers' Amateur, 8; Song of the Screamer, 81; The Gathering of the Clans, 133; The Victor, 575; To our Hinglish Visitor, 50; The Rudge, 291; War, 242.	
Professional Record Gone	60
Prince Ahead	60
Purp Literature	394
Prof. Rollinson Speaks from the Antipodes	397
Pedals in Patland, Sup. Aug. 27	
President Beckwith and Ex-Chief Consul Arrested on a Charge of Criminal Libel	306
Parade	140
Promenade Concert	141
Pope Cup	85
Proposed Match	512
Pennsylvania Bicycle Club of Philadelphia	82
Professional Records at Lynn	595
Photographic	17, 89, 269, 335
Quarter Mile Record	266
RACING NEWS— Alexandria Park, 177; A. C. U. 336; Brockton, 122, 177, 224; Beaver Falls, Pa., 516; Brattleboro', Vt., 468; Birmingham, Ala., 242; Binghamton Bi. Club, 225, 271; Brooklyn, N. Y. 539; Columbus, Ga., 225; Cleveland, 122, 271; Chelsea, 271; Chicago, 515; Cortland Co., 516; Cheltenham Beach, 270; Canadian Wheelmen's Asso., 152; Denver, 578; East Hartford Wheel Club, 122, 177, 557; Elmira, N. Y., 358. Hartford, 225, Jarrow Track, 292; Kings Co. Wheelmen, 225, 424; Keystone Bi. Club. 358; Lynn, 151, 224, 248, 270, 401, 538; Michigan, 248; Minneola, L. I., 330; Millville, N. J., 292; Montreal, 177, 292; New Castle Meet, 151, 424; No. Adams, 271; N. C. U. 558; Orange Wanderers, 468; Pittsburg, Pa., 538; Philadelphia, 578; Providence, 248; Penn Div. 424; Rhode Island, 225, 538; Roseville Meet, 357, 514, 558; Reading, Pa., 538; Roxbury, 558; Sacramento, Cal., 538; Spg. Tournament, Spg. Extra, 18 Sept.; Spg., Mass., 271, 514; Troy, N. Y., 358; Weedsport, N. Y. 426; Wilkesbarre, 271; Winona, Minn., 292, 314, 538; Wakefield, 199; Yale College, 122, 199.	
Recent Patents, 194, 242, 291, 307, 373, 445, 512, 595	
Races	140
Route of Boston Club, 100; Mile Road Race	514
Report L. A. W. Meeting at Buffalo	468
Random Dashes	167
Renton v. Hill	506
Rowe, and Mile Record	613
Records at Lynn	613
Records Go	262
Strollings	55, 80
Spring Poetry	108
Sad Affair	110
Seventh Annual Meeting of L. A. W.	138
Scorchers' Run	138
Stolen	193
St. Louis Invites the C. T. C. Members	512
Stanton Keen	598
Size of Wheels	193
Special Notice	416
Scranton, Pa., Notes	284
Spg. Tournament	Extra 18 Sept.
Transportation to Boston	56
" " " Meet	8
Trip to Chicopee	14
Thomas Says 'Tis Hot	557
Tale of a Painted Crank	115
Things We Should Like to Know	169
Tom Eck's Grey Hair	Extra 18 Sept.
Trade Mems	89
Two Big Rides	613
Transportation	80
Tournament Remnants	507
Tricycle Record	446
Twenty-Two Miles, 150 yds. is Record	613
The Dinner	142
Trade in England	313
Woodstock Races	60
Walker Among the Trade	10
We are Told 6, 50, 76, 108, 165, 194, 216, 240, 262, 285, 308	329
Wants Larger Wheels	266
Whittaker Twenty-four Hour Record	613
Wakefield Club Road Race	598
Whittaker Takes a Record	486
Winona, Minn	614
Why we Kick	108
We Saw	147
W. B. Everett Back	595
Ye Editor Takes a Spin	240
WHEEL CLUB DOINGS— Alert Club, St. Paul, Minn., 90; Aerial Club, 200; Albany Wheelmen, 223; Boston Bi. Club, 63, 200, 248; Buffalo Bi. Club, 90, 248; Berkshire Co. Wheelmen, 90, 292; Boscobel Bi. Club, 292; Bay City, Mich., Bi. Club, 177; Brockton Club, 90; Baltimore, 18; Crescent City Cycling Club, 292; Conn. Club, 200; Capital Bi. Club, 223; Columbia Bi. Club, 90; Crescent Cycle Club, 90; Citizens Bi. Club, 18, 90; Chicago, 18, 90; Canton Bi. Club, 63; Detroit, Mich., 200; Dorchester Club, 63; Everett Wheel Club, 63; East Boston, 60; East Cambridge Cycle Club, 200; Elizabeth Wheel, 122; Florence, Mass., 223; Hoosac Wheelmen, 60; Hudson Bi. Club, 63; Hyde Park Ramblers, 90; Ixion Bi. Club, 122; Junior Wheelmen, 200; Long Island Wheelmen, 63; Le Mars Bi. Club, 17; Middletown Wheel Club, 90, 200; Marblehead Club, 18; Mass. Club, 18, 60, 90, 122, 200; Maverick Club, 18; Md. 60, 248; Middletown, Conn., 63; Meriden Wheel Club, 200; Montclair Wheelmen, 90; Newbury Wheelmen, 18; New Brunswick, N. J., 122; Nassau Wheelmen, 65; Nonantum Club, 18; Omaha Wheel Club, 18; Orange, N. J., 174; Pittsburg, Pa., 63; Plainfield, N. J., 90; Pentucket Wheel Club, 60, 90; Pottstown, Pa., 60; Philadelphia, 18; Penn. Club, 122; Rockingham Bi. Club, 60, 223; Ramblers Club, 200; Rochester Bi. Club, 223; Rover Bi. Club, 223; Roxbury Bi. Club. 200; Suffolk Wheel Club, 18, 90; St. Louis, 18; Summit, N. J., 63; St. Louis Ramblers, 200; Somerville Club, 223; Schenectady Bi. Club, 223; Troy Bi. Club, 177; Utica, N. Y., 60; Vermont Wheel Club, 90; Wheeling, West Va., 18; Winona, Minn. Club, 63, 223; Wilkesbarre, Pa., 63; Wakefield Club, 63, 90, 177; Yale Club, 63.	

The Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$2.00 a Year. 5 cents a copy. | BOSTON, 7 MAY, 1886. | Volume XIII. Number 1.

You will be Too Late if you do not Hurry.

The '86 Model Victor Bicycles are being ordered faster than they can be shipped. Anxious riders are waiting for every one that comes.

WHY DO THEY WAIT?

Because they know that the New Victor is the Strongest, Stiffest, and Lightest Running.

Because they know that it will Climb Hills easier and Coast Faster than any other.

Because they know that Victors have all latest improvements, no matter what the cost.

Because they know they will be glad they waited and got the best, instead of buying an inferior wheel which they could have at once.

We do not have to Let them. We do not have to Trade them.

We do not have to "Greatly Reduce" the price to sell them. They are the best, and wheelmen know it, and will pay the reasonable price asked, rather than trade and take second choice.

Call and inspect the machines. New Catalogs ready.

OVERMAN WHEEL CO.

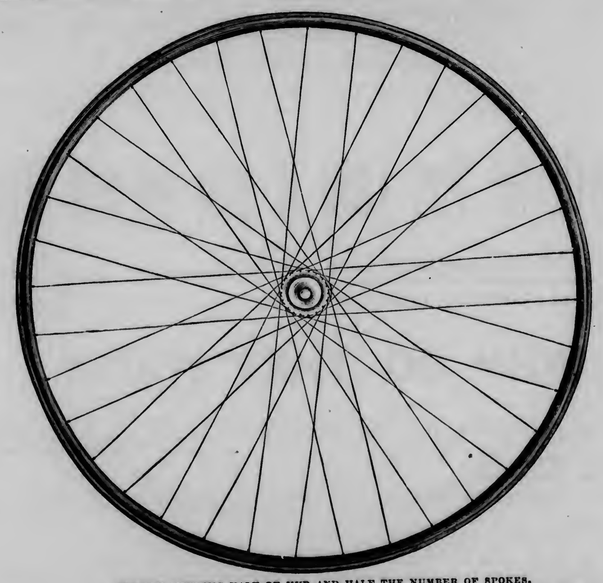
182 Columbus Avenue, Boston.

Before buying your new mount for the coming season, send for price list and description of the

"NEW RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke broke or wheel buckled.



Universally acknowledged to be the strongest and most rigid wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHELL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded *a Gold Medal*, the highest and only award for Bicycles.

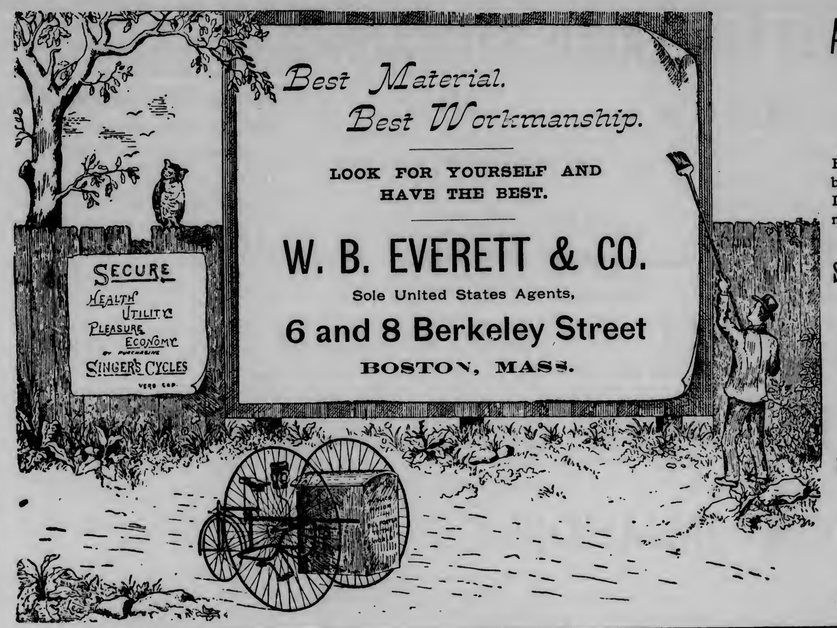
PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.
"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.
Apply for Terms.

S. T. CLARK & CO.
Importers,
BALTIMORE, MD.



Apollo Bicycle.

Ball Bearing Head, Detachable Bars, and all Latest Improvements.

Singer's Straight Steerer,

The Fastest Tricycle Built.

Springfield and Traveller Tandems.

Catalogues free. Send for Second-hand List.

AMATEUR PHOTOGRAPHY.

CHANNING R. SELEE - - - 56 Bromfield Street, Boston,

HEADQUARTERS FOR AMATEURS'

CAMERAS, TRIPODS, LENSES, DRY PLATES, CHEMICALS, ETC.

BICYCLE AND TRICYCLE OUTFITS A Specialty.

PLEASE SEND FOR OUR NEW CATALOGUE.

WE CARRY IN STOCK EVERYTHING PERTAINING TO

DRY-PLATE PHOTOGRAPHY.

DARK ROOM FREE TO ALL.

Boston Bicycle Club Show of Bicycles, Tricycles and Accessories

TO BE HELD IN BOSTON DURING THE LEAGUE MEET.

All Applications for Space should be made at once to

J. S. DEAN - - - 28 STATE STREET - - - BOSTON, MASS.

Machines for Hire

DURING THE

LEAGUE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no trouble or further expense, getting a nicely cleaned and oiled machine each morning.

TERMS ON APPLICATION.

LEAGUE STOCKINGS

We have in hand a small job lot of L. A. W. Stockings, which we will close out to League members only at $1.25 per pair, post-paid, by mail.

SIZES: 9½, 10, 10½.

Cash Must Accompany Order.

GOODS GUARANTEED.

Parties sending crated wheels to be used at the League Meet may consign to our care, when we will uncrate, set up and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges without trouble to the owners.

Please notify us to send B. L. when shipping.

W. W. STALL - - 509 Tremont St., Boston.

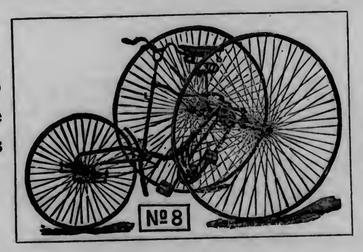
New 48-page Catalogue on receipt of stamps.

STANLEY SHOW QUADRANTS FOR 1886

ARE READY

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

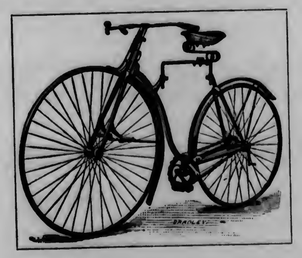
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Special Club subscription received at $1.00 if sent to headquarters.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER.

J. S. DEAN. F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 7 MAY, 1886.

NOTWITHSTANDING we have stated clearly that we should support the League in every effort to promote the welfare of cycling, we appear to have been misunderstood. We wish to say in no uncertain words, that we do support the League of American Wheelmen, and shall do all in our power to aid it in every effort that seems best for itself and cycling generally. Even its most ardent supporters can ask no more. No occasional chaff should cause disgruntlement. No fair criticism or differences of opinion should be looked upon as evidence of an antagonism which does not exist. As the only national organization, every American cycler and every wheeling paper should support it before all other associations.

WHILE Papa Weston is rigorously preaching the doctrines of the sociableite, the public are simply rushing for tandems. Nearly every dealer is running short on this type of machine.

THE *Bulletin* wants to know if we are to have the parade and the band. Yes, brother, we believe we are to have both. It makes us tired to think of it.

THE *Bulletin* brings tardy League Meet committee men to task sharply. If we should say the same things, we would be accused of "pitching into the League."

IT is reported that Abbot Bassett will refuse to serve on the Racing Board next year. He will leave racing matters in good shape for his successor.

THERE is one thing we do want. Perhaps we won't get it, but we want it. We wish to have candidates for the prominent League offices publish their platforms. The voters have a right to know how a man stands on important matters.

WE are very glad that the general business meeting of the League will be retained, so members will have a chance to ventilate their opinions on all vital questions now before that organization for discussion and settlement.

KNOWING Ducker's ambition, we were not surprised at his nomination for the presidency of the L. A. W.; we oppose Mr. Ducker for the position. There are more fitting men for the representative of American cyclers. The head of our national organization should be something more than "energetic" and a successful manager of tournaments.

STEPHEN TERRY, of Hartford, Connecticut, is very favorably mentioned for president. Well, we should think that the League might hunt a long time and not find so good a candidate.

DON'T let the apparent apathy of the League Committees in Boston give a false idea to our readers that the Meet to be held here on the 27th to 29th inst. will not be a success. The report of the chairman of the Finance Committee that funds have been pledged, puts that vital question where it should be. An examination of the programme will show our readers that there is no lack of amusement in store for our visitors. The question arises in our mind whether the management are not giving too much, if it is possible to have too much of a good thing.

IN view of the wrong instructions given in the *Bulletin* in *re* the voting privilege of members, the misleading ballots sent out by the secretary, and the wholesale slaughter of the votes by the Committee of Rights and Privileges in counting same, we rather expected the secretary-editor to rise and explain in the issue of 30 Apl. We are doomed to disappointment, however, for a solemn silence is preserved on this subject in the last-named issue now before us. Perhaps our patience will be rewarded and the *Bulletin* of 7 May will contain the whys and wherefores.

On Spring Poetry.

Now is the time when a man sits down in the silence of his chamber in the dark and silent hours of the night, and with the aid of the astral oil lamp and sundry and various scratchings of his tympanum, tries to grind out spring poetry. Nothing is easier, when you know how, and as we have had considerable experience in its manufacture, having a capacity, under high pressure, we give the following recipe, never known to fail. First get your cyclist, then, when the sun sinks into the glorious west, have him mount a steed of steel, and give him a push off. Don't forget to say something like: "My wheel, my steed of steel, I shall mount thee forthwith, and go thundering down the dim vistas of time," this style always takes; then get a mansion with a *green* lawn, — be sure to get the right color, — and at the gate place an all-real yellow-haired maiden, with tomato-like cheeks, coral teeth and pearly lips, feet to match. Let this interesting picture be about thirteen and a half miles out on the vista, so as to give him plenty of time to get thirsty. After you get *her* swinging to and fro with charming abandon, you can fetch *him* along. The vision of beauty should strike him in the fifth stanza. He will immediately be seized with an all-devouring thirst, and performing a graceful semiquiver, he dismounts at her very feet. "Lady fair," he aspirates in a dulcet interrogation, "wills't give me a glass of pure liquid water, to cool my burning tongue? only one, and not very strong, prithee." In the next two verses is your time to let Cupid get in his fine work. When he drinks he must say the regular thing: "Never was wetter water quaffed from fairer

glassware," and put in a regular seven by nine glance; then he sighs; she looks unutterable things. In the last verse he say, "Will you be *mine*, 'cherub'?" and she says, "Yes, a regular gold *mine*," and you may marry them *at once*. If this seems *rather* sudden, he need not do anything but the water act on the first night. Then let him ask for a rose, to remember her by. In a week he may challenge her to bring on the free lunch. Then he may want to know whether her pa owns the house, and if she is the only daughter. Of course you must make her an *only* daughter, because, if she is one of eleven he won't propose, and your poem will end in smoke. Be careful on this important point. CALLY.

The Ames Company Election.

At the annual meeting of the Ames Mfg. Company, held in Boston last Tuesday, there were two tickets in the field, which might be termed the Overman and the anti-Overman. The one contained the names of Aretas Blood, Issac Sweetser, Wm. B. Sewall, Gamaliel Bradford, and Emerson Gaylord. The other, presented by A. C. Woodward, a director, contained in addition to Messrs. Blood and Sweetser, the names of A. A. Pope, A. C. Woodward, and H. R. Hale. The result was a victory for the former ticket, which is, we understand, entirely in sympathy with the Overman Wheel Co., and will support it.

ON Saturday there was a hearing before Judge Carpenter, in the case of Harrington *v.* The Ames Manufacturing Company, on a motion for the reduction of the *ad damnum*, which resulted in bringing it down to $10,000 from $20,000. A bond was immediately given for the amount, and the works at Chicopee were again free.

New Orleans to Boston.

MR. A. M. HILL and party started from New Orleans, as stated they would, on 25 April. The party has dwindled down to three. C. M. Fairchild, captain New Orleans Bicycle Club, is twenty-one years of age, weighs one hundred and thirty-five pounds, and will ride a Rudge light roadster. H. W. Fairfax, New Orleans Bicycle Club, is twenty years of age, weighs one hundred and thirty pounds; his mount is also Rudge's light roadster. A. M. Hill, Chief Consul L. A. W. for Louisiana, is thirty-eight years of age, weighs one hundred and fifty. These gentiemen were entertained by "mine genial host" Astredo, proprietor of the L. A. W. restaurant at the West end the Friday before they started, and from the bill of fare sent us for perusal, we think the tourists should have been able to put in enough psovender and fluid to last them to Boston. What an aggravation to our editorial stomach to have to read of pompono, green peas, new potatoes, asparagus, etc, we can never make our readers realize. We shall watch their progress and report same. They are due in Gainesville, Ga., to-day. Their route will be Pendleton, Ga., 8 May; Spartansburg, S. C., 9; Charlotte, N. C., 11: Danville, Va. 14; Lynchburg, Va., 15; Stanton, Va., 16; Harper's Ferry, W. Va., 18; Lancaster, Pa., 20; Trenton, N. J., 21; New York, N. Y., 22; New Haven, Conn., 23; Willimantic, R. I., 24; Boston, 25.

We are Told

THAT St. Louis claims to have eight hundred wheelmen in the city, and that they show more enterprise to the square inch of cyclers than any other city in the Union.

* * *

THAT Percy Stone says he can beat Munger or Kluge on climbing hills, but that they can both leave him on the level.

* * *

THAT Papa Weston's log book will be ready for delivery by 20 May.

* * *

THAT L. B. Hamilton, of Yale, may not race this season, owing to the accident he met with last fall.

* * *

THAT when the Connecticut Club go for a run on a hot day they take the train as being a convenient and pleasant mode of getting home again.

* * *

THAT the Star is regarded with increased regard in Missouri, since Weber and Kluge laid out the cranks last weeks.

* * *

THAT Californians are going to enjoy their first organized tour. It will occupy a week's time, and be under the auspices of the L. A. W. State Division.

* * *

THAT Judge Shipman has assigned 20 May, as the date for trial of Overman Wheel Company *vs.* Pope Manufacturing Company, for infringement of the Bown patent.

* * *

THAT Gaskell has sold out all his tandems and his Ranelaghs with automatic steering. Others will be on hand to fill their place.

* * *

THAT the Malden paper describes the exciting scene of Gid. Haynes's late arrest, and says of the matter, "The crowd, composed largely of slender-shanked young dudes, followed him to the police station, in a state of intense excitement, voting unanimously that it was "A howid outwage, doncherknow!" and seeking to have their aristocratic leader released from the vile dungeon in which they feared he was about to be cast." Suffolks, will ye stand this?

* * *

THAT a certain cycling monthly buys its poetry by the yard.

* * *

THAT the American Rudge has given such genuine satisfaction during the last three years that its agents, Stoddard, Lovering & Co., intend making it a specialty for 1886.

* * *

THAT the Springfield Club are patiently waiting for the reply of the League authorities as to the specific charges *vs.* Hendee, McGarrett and Westervelt.

* * *

THAT St. Louis and Chicago bury the hatchet, and metaphorically speaking, embrace. The Bicycle Club of St. Louis, extends the olive branch to the Chicagos. Truly the millenium has arrived.

* * *

THAT New Jersey wheelmen will have a preliminary race, 8 May, over the Road Racing Association's course.

* * *

THAT there will be no sleep for the wheelman who takes in all that the League Meet programme provides for.

* * *

THAT A. L. Woodman of the Boston Club, has gone to San Francisco, stopping at Denver and way stations.

* * *

THAT Lynn will turn out a large crop of new racing men which will fill the vacant places.

* * *

THAT the Massachusetts Club wil make a record for numbers in the League parade.

* * *

THAT the New Orleans tourists are working North, and will be in time for the Meet.

* * *

THAT many wheelmen would like to know who "Pedals" is.

* * *

THAT Stephen Terry's campaign is booming and that Ducker is "sitting up."

* * *

THAT Charley Howard ought to fill the first Massachusetts vacancy on the board.

* * *

THAT there will be lots of novelties shown at the Boston Club exhibition.

* * *

THAT "Jack Easy" has a "corner" in sociables.

* * *

THAT the BICYCLING WORLD is gaining in popularity every issue.

* * *

THAT a club to which only riders of at least five years of wheel life shall be admitted, is talked of for Boston.

THAT the latest conundrum in Chicago, is "When will the McDonnell cyclometer be out?" and the answer is "When the robins nest again — perhaps."

* * *

THAT Prince is said to be able to ride fastest when the band plays "Yankee Doodle." As he is a "blawsted Britisher," the spirit of '76 may have something to do with this, and may admonish him to "get," as the Yankees are after him.

* * *

THAT Woodside got himself disliked by the way he rode and won the last race with Prince at Minneapolis.

* * *

THAT Weber, Kluge, and the Star were at the St. Louis road race, last week. Is this true?

* * *

THAT the Western men are pondering over the question, "Why Weber and Kluge rode in the fifty-mile race and Munger was not allowed to?"

* * *

THAT members of the Seventh Regiment who are cyclists, during their late visit to Washington literally revelled in the use of the splendid roads of that city.

* * *

THAT Gaskell reports himself as being in fair trim, and claims that a little time on the track will make him as fit and fast as ever he was.

* * *

THAT Weber and Kluge feel they have put the record for fifty miles so far ahead that they can rest in the assurance that they will hold it for a while anyway.

* * *

THAT Phil Hammel, of Chicago, is willing to take a whack at Schock, and that Hammel would have the call in betting, if such an event comes to pass.

* * *

THAT more fun "than a box of monkeys" may be expected at the business meeting of the League, and,

* * *

THAT Lynn and Springfield will be on hand in full force to find out about this amateur question, you know.

* * *

THAT no matter what the members may decide in the matter, Chairman Bassett and colleagues had no other resource but to enforce the rules as set down for their guidance.

* * *

THAT the energetic Captain Peck has arranged a "scorching run" 29 May, for amusement of our out-of-town visitors who want speed.

* * *

THAT Abbot Bassett will not take a place on the Racing Board next year.

THAT the American Bicycle Company of Springfield reports business as fairly booming.

* * *

THAT Willis Farrington has at last returned from Bermuda.

* * *

THAT the Boston club has closed its restaurant for the summer.

* * *

THAT W. A. Rhoades of the Dorchester Club has entered the employ of the Overman Wheel Co.

Manhattan Meanderings.

THIS town is perfectly arid, and as far as news is concerned, I am almost compelled to resort to the way of the stereotyped correspondent, who generally commences raving something like the following: Our "tenor," Abe Jones, has just bought a new megatherium. He will just make things hum. Won't you Abe? And although Abe can never by any possibility reply, it tickles Abe, and Abe probably subscribes to the rag.

At present we do nothing but talk "road race." So anxious are the men to get out on the course and train, that the Inter-Club Bicycle Road Racing Executive Committee have been hauled over the coals for their dilatoriness in publishing details. The route will finally be decided upon to-night, Monday, when a meeting of the committee will be held to arrange all the details. The course as at present announced is: Commencing at first hill below Irvington, along Valley road, through Milburn to Montclair, and back over the same route. It is quite probable that no member of the executive committee has yet been over it; but after to-night's meeting it will be accurately laid out, and signs will be put up at the start and turn about. The entries closed last Saturday. Eleven out of the sixteen members of the association have decided to enter teams. The Long Island Wheelman, Orange Wanderers, New Jersey Wheelmen, Mt. Vernon Bicycle Club, and the Citizens' Bicycle Club have not entered. If all the clubs keep their engagements, forty-four men will start. It will be decided to-night whether the race will be run in heats or no.

WE are all singing selections from the "Mikado" just now, such as "Here's a how de do"; "Here's a pretty mess." Why do we sing thus dolefully? Because there has been an astounding muddle in the League vote. The Egyptian silence of the last *Bulletin* over the puzzle only adds fuel to the flame. I have been informed by a member of the nominating caucus that Mr. Aaron was telegraphed for the number of representatives New York was entitled. The answer was twenty. And now it seems we are only entitled to eighteen, and every ballot containing more than that number was cast out as defective. The results are very unsatisfactory, and it is the opinion on all sides that a new vote should be ordered.

THE New York clubs are going to turn out in force at the League meet. Mr. George R. Bidwell has charge of all arrangements, and it is probable that a large party will leave by the Fall River line on Wednesday evening.

The New York Bicycle Club has moved into a three-story wooden building — I would call it a shanty, but due regard for Mr. Schriver's feelings forbids — at No. 302 West 28 Street. Gotham wheelmen are amused over Mr. Schriver's effort to bolster up the club. They are wondering where Messrs. Haydock and Chapman, the New York's crack scorchers, have kept themselves. No one seems to know them. However, no one is happier than TITNAM that the club has shaken itself. But this is an awful come-down after that $30,000 building canard.

THE Harlem wheelmen have furnished their club parlors at 105 West 24th Street with truly oriental magnificence — more copyright. They invite all wheelman to call on them, and as their rooms are convenient to the riding district, riders should respond to their kind invite. Captain Edwards will take twenty men to the Boston meet.

THE Citizens' Bicycle Club will give a road race this year, somewhat on the plan of that given last fall. They sorely miss the presence of Mr. Phil. Fontanie, who is at present in Philadelphia, where he will remain till the snow flies. Messrs. Fontaine and McCormack are the only two members whoar e willing to compete in the inter club road race, and it is doubtful if the Cits. are represented, unless some of the older hands will help them out.

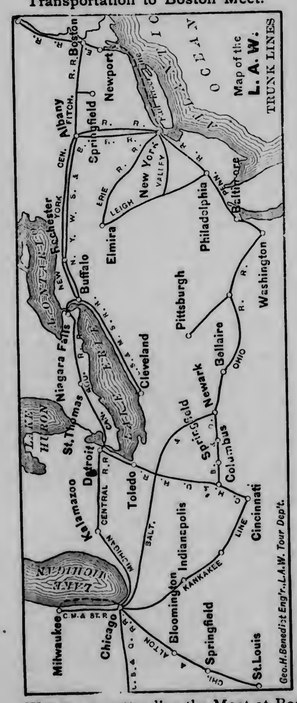
The Pegasus Wheel Club are expected to make things warm in the Inter-Club contest. This club has nine members, who have a room in the Osborn Flats, corner 59th Street and Seventh Avenue. These flats are two hundred feet high, with ever so many stories. The club will be represented by two Gilsons and two Taylors; the former being brothers, the latter cousins. In fact, the club is a family affair all round. The "great and only Gilson" is a tall, tottering young thing, about six-six in height. This is a moderate estimate. In the Citizens' road race last Fall, he rode to Yonkers, fifteen miles, in fifty-nine minutes, and won the race from Fontaine, Harris, McCormack, and others, and all this on a small, dilapidated machine. His brother is reported to be a scorcher. He is the counterpart of his brother in features, but is not tall. In fact, these brothers represent the long and short of it — one being six-six, the other five-six. The Taylors are reported to be good ones. TITNAM.

Recipe for a Maker's Amateur.

TAKE of a cycling fiend all that is fusible,
Tumble him into a ten-acre crucible;
Throw in a ton weight of bluster on top of him,
Squeeze in some Ducker, but only a drop of him;
A nest of rich aunts will come in, if convenient,
And a trusting-to-luck-that-the-League-will-be-lenient.
The slightest suspicion of speed is next suitable,
(This characteristic is not indisputable);
Flavor with essence of Prince mixed with Furnivall.
Also some tincture of Johnny L. Sullivan;
Stir with a handle-bar, leave on the scum,
Don't bother your head with the residuum;
Carry out to the Brewsters and throw it away,
And —— we 've said pretty near what we started to say.

PEDALS.

Transportation to Boston Meet.



WHEELMEN attending the Meet at Boston, should, where possible, make their journey over the League trunk lines as illustrated in map. These lines work very closely in the interest of wheelmen, and form the foundation of present facilities accorded the craft in the United States. The main Northern trunk line is the Michigan Central Railroad. Through trains run from Chicago to Boston, with connections in Michigan, Canada and Ohio. From St. Louis its through sleepers run over the Wabash, connecting with the Michigan Central at Detroit. Its connection from Cincinnati and Ohio points is the Cincinnati, Hamilton and Dayton Railroad also connecting with the Michigan Central train at Detroit. Hence, by proper timing the entire West could be concentrated over the Michigan central Railroad from Detroit, East. From Cleveland and eastern Ohio points the Lake Shore road runs through cars connecting with the New York Central at Buffalo. The Baltimore & Ohio Railroad, old and staunch League road, can take Southern members, as shown in map, passing through Philadelphia and New York and thence to Boston *via* the Fall River Line, steamer and rail, through Newport, R. I. There is no League trunk road in New England save the Fitchburg. Wheelmen in the State of New York should take the West Shore road which is the only line running through cars over the Fitchburg Railroad. The Boston connection of the New York Central from Albany East, is a road that practically prohibits wheel travel over its lines during the year, but makes concessions to our parties when travelling over its line in numbers. The Fitchburg is its competitor and accommodates wheelmen all the year around, when travelling alone as well as in parties. From Eastern Pennsylvania and Southern New York, the New York, Lake Erie and Western and the Lehigh Valley roads afford every accommodation. From Portland down, the Eastern Railroad has worked closer with us than any other road. The above map is a perfect general index of L. A. W. trunk lines. The regular printed transportation list will show all other lines. Arrangements for transportation can be made very conveniently by C. R. Bidwell, New York, he being in correspondence with all lines running from New York and Philadelphia to the East; W. S. Bull, Buffalo, can arrange matters with lines running from Buffalo and Canada to the East; while F. T. Sholes, Cleveland; H. S. Livingston, Cincinnati; W. M. Brewster, St. Louis, and the undersigned at Chicago, place their services at the disposal of the craft journeying from their respective section of country.

B. B. AYERS, *Chairman.*

CHICAGO, 21 April, 1886.

AT the Overman Wheel Company's we saw some of the new 60-inch Victors. They are the first of their size the Company have ever built, and are very striking in appearance.

THERE is no doubt now but that the Boston Bicycle Club show will be a big success, applications for space are coming in fast, and the positions of exhibitors are being assigned. The dealers and manufacturers will make a big effort to outdo each other. The amateur photographic dealers will be on hand, and show what they have in their line suitable for the cyclist. This will be a most interesting feature.

CURRENTE CALAMO

Duet.

AIR: "The onions that sprout in the spring, tra la," from Greenfield and Sullivan's lachymose opera, "The Michaelado."

I. Chairman of the Racing Board, in deep bass(ett) voice:

The scorchers that scorched all the fall, tra la,
And drew on their "aunties" for tin,
I quickly will shove to the wall, tra la la,
And let the pure amateurs win, tra la la,
And let the pure amateurs win.
There 's thirty M. A.'s I have "got on the list,"
Though I 'm sure that their riding "will sadly be missed,"
Singing, Tra la-la-la-la-la, Tra la-la-la-la-la,
I feel that *I 'll* surely be hissed.

II. Sepulchral wail of "Chickendee, Row Brothers, Row," and other suspects:

The budlets that ope in the spring, tra la,
They promise a deuced hot time;
The Chairman has scissored my wing, tra la
He sent me an "affy" to sign, tra la la,
Oh, he sent me an "affy" to sign!
No more will I handle the maker's bright "tin,"
So what is the use of my riding to win?
Singing, Tra la-la-la-la-la, Tra la-la-la-la-la,
I think it 's a cardinal sin.

THE crack Canadian flyers are W. G. Ross and H. W. Clark, and great hope is expressed that these two men may meet at Woodstock, Ont, 24 May, and give the records a thump.

IT has been suggested that the professional ranks would gain by the accession of Hendee and Rowe and others. If these men say what they mean, the professional ranks will never know them.

"JACK EASY" can raise his voice in rejoicing. He has a disciple in Chicago, who "don't like tandems, you know," but prefers the old-fashioned sociable. He has to acknowledge, however, that the tandem is pretty well established in popularity, and "will be the vehicle of health to the happy possessor of $250 and a very best girl." A combination which, to our poor editorial eyes, is too blissful to contemplate, much less hope for.

"THE apathy of Boston regarding the L. A. W. Meet is discouraging, and I fear that the initial blowing of trumpets and beating of drums was premature, and Mr. Ducker will have to step into the breech and shoulder all the work, it would seem. Give him the rope and he will make it a brilliant success, if Barnum's Circus is a success. It is a pity the great and only Boston, the cycling hub of the universe as well as every other kind of hub, should shirk its duty in this manner. The outlook is not particularly pleasant, and but a few Chicago boys will go. — *Sporting Theatrical Journal.*

Don't be alarmed, brethren of the free West. We don't know much about "blowing of trumpets and beating of drums," but we do know that the coming Meet in Boston, will not be beaten or equalled by any of its predecessors.

Neither will we put all our efforts into blowing, but we will make the affair a success, sure Pork and beans may be *slow*, but they are *solid.*

MR. BENJ. L. KNAPP, of the Boston Club, is taking a trip South by water. He takes his wife with him, and for a week will give himself a rest from selling teeth and tweezers.

HILL, the New Orleans tourist, sports one of the celebrated peaked straw hats, made so conspicuous on the big four tours. He says he is going to carry that hat to Boston or bust. Evidently a paraphrase of Mark Twain's character who resolved to climb Pike's Peak or bust.

THE New Orleans *Picayune* of Monday las, has a long and interesting description of the start, the *personnel* and the machines and baggage of the New Orleans to Boston tourists. Great crowds came out to see them start, and the first few miles of the long journey was a perfect ovation. As the distance is some 1,500 miles, and the time given to accomplish same thirty days, they will have to average fifty miles in order to get here.

EFFORTS are being made to bring Ralph Friedburg of Galesburg, Ill., and W. J. Morgan together. The chances are that such a meeting will take place. The difficulty seems to be now that Morgan wants to race in Chicago, and Friedburg wants to have the event come off on his "native heath."

WE are glad to hear that Whittaker was not seriously hurt by his fall in the fifty mile race on 26 April, as was reported. He is as good as new now, and anxious to try again. Weber, Kluge and Stone all regret the misfortune of poor 'Whit.' that threw him out of the race.

TANDEMS are getting to be the rage in St. Louis; several long trips have been taken lately, and the riders are enthusiastic in their praise of the ease and comfort of the machine.

THE Westfield Cyclists have taken the sidewalk riding nuisance in hand and will prohibit members of their local club from riding on certain sidewalks in that town. They also request visiting wheelmen to refrain from using the sidewalks.

THE annual "wheel round the Capitol" in celebration of Mr. H. S. Owen's birthday, takes place to-day at Washington. We are sorry we could not respond in person to the invitation to wheel with the Capitol boys.

FRED COOPER and W. Nickerson opened the record season in England on a Tandem a short time ago by "doing" ten miles in 34-17 over the Ripley road.

The *Sunday Globe* will cause the Anti-Tandemon to mourn by stating that "The demand for tandems for use by ladies and gentlemen during the League meet is brisk."

"THE ordinance recently passed, prohibiting the riding of cycles on the sidewalks, has been repealed." So says a Boston daily. If this is so, we are sorry for it. Though it does not say the Boston City ordinance, we suppose it means that. Unless the roadway is *absolutely* impassible, the sidewalk is no place for a cyclist.

Mr. W. I. Harris, Associate Editor of the *Cycle*, has entire charge of the base ball department of the *Globe*. Notwithstanding the amount of work this implies, he manages to do full justice to his cycling readers.

THE Suffolk club, of South Boston, got lost in Dorchester last Sunday, *en route* for Downer's landing. They were trying to find Jim Underwood in the car stable. Jim was naturally indignant at the implication that he drew soda water in a Stable. Jim says he found them wandering round the barn, peeping into stalls and things, looking for him.

BAILEY'S, Boscobel, and Faneuil hotel had their usual quota of cyclists last Sunday, notwithstanding the disagreable northeaster which prevailed all day long.

WE should like to see less talk and recrimination among the pros and more racing. We would like to see the "late amateur" and the Racing Board kiss and make up, and we would like to see a return to days like the primitive ones when every cyclist was a brother, where peace and harmony prevailed, and everything was lovely. Yes, we sigh at the memory of those days. Verily, the increase of interest in cycling has its grave drawbacks.

WE have seen the advance sheets of Papa Weston's Log Book, and it certainly is something that every wheelman should have who has any desire to store away records of runs, incidents and memoranda of roads and routes as sources of future delight and usefulness.

A NEW candidate for popular favor is a cyclometer invented by Gabriel P. B. Hoyt of Jamaica, L. I. It is constructed to receive positive, intermittent, or stop motion from a point, projection or cog wheel, arranged to revolve with the crank, and does not depend upon the force of gravity for its operation.

THE Rudge Safety is greatly improved for 1886. A pair of double ball-bearings are now attached to the lower fork extension, which entirely obviates any cross strain.

JACK EASY'S concluding arguments in favor of the Sociable for ladies' use will be found in another column. It is the first essay on the question which we remember to have read, and in it the author evinces the courage of his convictions. Now, if they want to, let the Tandemons draw near and they shall be heard.

HELLO! Hello! Mr. Ducker, how's this: "St. Johns, Mich., has a bicycle band of thirteen men who play while riding their wheels, and are anxious to lead the League parade at Boston." Better secure 'em, had n't we?

Chicago.

Editor Bicycling World: — It is entirely evident that Jack Prince has either been playing a game of bluff, or the much-talked-of six-day race at Minneapolis will come off on the week commencing 10 May.

SCHOCK was in town on Friday; came on to Chicago to have Gormully and Jeffery look over his "Champion" to see that it was in good trim for another six-days' record. He said that Prince challenged him for any amount up to $1,000, through the Minneapolis *Tribune*, and that he (Schock) immediately posted $200, as a forfeit, which Prince failed to respond to, but said that he would have the $1,000 up on 3 May. Schock was by no means certain that Jack would be able to raise the money, but said if he did, that the record would undoubtess be broken, as they were both prepared to ride hard, and he was certain, for his part, that he could cover at least seventy-five miles more than he did in the last race.

THE gamblers are about even in their conjectures, but are all settled in their convictions that Jack's policy will be to stick pretty close to Schock and rely on his splendid spurting qualities to get the lead at the finish; good tactics in shorter races, no doubt, but as to their wisdom in a six-day race, time will show.

THE Dearborn Avenue Club met at the Leland hotel on Friday evening last for dinner, at 5.40 P. M., and a short discussion afterwards, and decided on a tally-ho run to Pullman the next day. Ladies to ride in the tally-ho and gentlemen on bicycles.

SOME parties out in South Kaukauna, Outagamie Co., Wis., are sending circulars about descriptive of a four-wheeled velocipede they call "a famous wonder," and claim its speed is from thirty to sixty miles an hour! They are looking for a manufacturer on royalty or otherwise. Any manufacturer who is not over and above busy at this season of the year may address Messrs. Hennessy and Gauter.

THE John Wilkinson Company have moved into their new store, at 77 State street, where they will do nothing but a retail business. They have leased also at 78 Wabash avenue a fine store, which will be devoted exclusively to their wholesale trade. They have apportioned off an entire floor for their bicycle business, and will handle only the American line of cycles.

THE rumor has reached this city that N. M. Beckwith was disposed to reconsider his refusal to serve another year as the League executive, and while Chicago is patriotic enough to wish to see a Western man in this position it will be pretty certain to vote for him in case he allows his name to be used. That he is the best

man for the place seems unquestionable, and I trust I shall have the pleasure of congratulating him again in May.

THE Cheltenham Beach scheme is the most gigantic novelty that has so far been presented to us. This beach contains some five hundred acres, and is about forty minutes ride south by water. It is proposed to utilize this entirely for every sort of out-door amusement, both terrestrial and aquatic; ample building accommodations are forthcoming. The affair is in the hands of men financially competent, and is already assuming a tangible shape. A four-lap bicycle track, sixteen feet wide and eighteen at the curves, is surveyed, and work will be begun on it in the near future. Chief Consul Blake has been asked to look after the races and cycle events, and will probably accept the chairmanship of this committee. The directory of this corporation number among other well-known names those of Col. Albert A. Pope and R. Philip Gormully.

A GOOD one in the *Wheelman's Gazette* is the killing of "H. G. Rouse, Jr.," which person has never existed. Geo. W. Rouse was killed some time ago by an accident, and H. G. Rouse is the present firm of Geo. W. Rouse & Son, Peoria, Ill.

A PARTY of St. Louisians are expected in this city on Sunday, 2 May, and will be entertained by the Chicago contingent, headed by Burley Ayres who expects in turn to take quite a delegation to St. Louis on the 10th inst. for a run over the cobbled city. PHILO.

THE Overman Wheel Co. report they are nearly up with their orders, and that hereafter they will be able to ship promptly. The works at Chicopee are running full time, and extra arrangements are being made for a very large output.

Lynn Lines.

WE made a flying visit to Lynn last Saturday to see how the new track was getting along, and also to get points.

We headed for the Cycle Club rooms, but found the door locked; so we left a card and crossed the street to the bicycle store and repair shop of Messrs. Merritt & Whitten. We were courteously tendered the use of Mr. C. W. Whitten's 53-inch light roadster, and under the pilotage of a member of the Lynn Cycle Club, we soon reached the track. There we found things far advanced toward completion. Two thirds of the surface was then covered with the finishing coats of blue gravel. The track will be finished and ready for use by the time we go to press; but in order to do this, the contractor will have to work overtime. A low board curbing, three inches above the surface, is placed round the entire track eighteen inches from the pole. Great care is being taken to have this exact, and when finished two engineers will go over the track and make a sworn statement as to its precise length. The high fence round the grounds is almost completed, and the Grand Stand, which is to be a double decker, is well along.

KNAPP, the Western flyer, is in Lynn, and with Rowe, Hendee, and Windle will be quartered at a quiet house within stone throw of the track.

MCCURDY will abandon the crank machine and ride a Star racer, which is now being built for him.

ROWE and WINDLE have been doing some tall work on the road during the past week or so. They will devote themselves to track work only hereafter.

THE Lynn boys are pondering over the fact that the Springfield *Gazette* does not mention that Lynn is going to have a good track and some races. "What *can* the matter be?" Perhaps the *Gazette* man don't know there is such a place as Lynn, or that there are to be races there?

TAKING the Boscobel as a starting point, it is a direct and short ride on a bicycle to the new track.

THE Cycle Club are going to get out a four-page circular and send round to all wheelmen. It will contain the programme and general directions as to how to get to and about Lynn.

A CAFE is to be opened at the track, and refreshments will be obtainable every day (Sundays included), and at all hours.

ASA WINDLE had just taken his 60-inch Columbia light roadster out of the crate as we came along, J. H. Sherman mounted it and got his ears frozen in consequence.

RHODES, with Ives, rode over to shoe town on a Humber tandem last Sunday.

THE Lynners are calculating that a large number of visitors to the meet will stay over to see the fun 31 May.

THERE is a Bicycle Boom (with big B's) in Lynn and no mistake.

A. L. ATKINS, of the Pope Manufacturing Company, is in Lynn now almost every day, looking after the interests of the firm he represents.

W. S. DOANE, from the Overman Company, spent last Friday night in Lynn, but says he "could not sleep because of those i—f—l May horns."

C. W. WHITTEN will appear on the track this season, mounted on a Columbia racer.

MORE woman's rights. A Springfield lady, who has local fame as a road rider, says she can and *will* ride up Corey Hill. If she does, she will acquire a national reputation equal to the celebrated Mrs. Allen, of England, who, by the way, is not the amazon one would suppose, but a very modest, retiring lady, who rides for the pure love of it, and not for a name.

Walks among the Trade.

WE started out on one of our occasional pilgrimages among the trade last Tuesday, and taking about the same course as before, we stopped at

NO. 509 TREMONT STREET,

to ask after "James" and the Pieèta family. Stall tells us that he has made arrangements to handle all of the Coventry Machinists Company's goods. What with "Stars," "Columbias," and "Coventry" machines, the buyer should be able to find his mount at No. 509. The "Annex" is proving quite a strike, and W. W. tells us that he has several orders for this peculiar form of tandem, and that they will be heard from.

But a step, and we are in the principal

AMERICAN DEPOT

of Singer & Co. The expression on the face of W. B. Everett indicated that the strike of three thousand carpenters in Boston was not affecting the cycle trade with his firm. "Why, bless you," said William B., "our chief anxiety is the fear of another Oregon disaster, which may delay the expected arrival of invoices of goods on every steamer." We were asked to inspect and try the "Traveller" tandem, and we did so. We took the seat forward, and for about twenty minutes tried the paces. We liked it so well that we asked the privilege of giving a more extended trial, and we were promised that favor.

A West End car was boarded, and

H. W. GASKELL

was our next man. We did not get inside the "Oak" of the Coventry Company's store, as we met Gaskell and Bob Neilson on the corner of Berkeley Street and Columbus Avenue. In answer to our query as to news of business, the same cheerful reply came "Business is really splendid; at this moment I have not got a Tandem or a Ranelagh automatic steering trike in the shop, but please say I am expecting a new supply every day." After a few pleasant moments' chat *in re* the late defeat of the "Berreta" flyer by Speechly, and a word with Bob Neilson as to his prospects on the 31st with Prince, we skipped down the avenue and stopped at the store with the sign of

THE GOLDEN WHEEL.

A sign in the window bore this legend: "Open evenings." Inside we found "Larry," and so at once proceeded to bone him. "Yes, we keep open evenings," he said, in answer to our question, "and last Saturday we did not get out of the blamed place until 11.30 P.M. We are delivering the 86 pattern just as fast as we can ship them. Five hundred of this year's pattern will have riders within two weeks from now." "Well," said the WORLD representative to himself, "no fit of the blues here; prosperity and business hold the fort at 182 Columbus Avenue." And so away again, this time to find

WHAT THE RIDERS SAY!

"The American Rudge is a dandy; staunch and easy running."—H. C. OGDEN, Middletown, N. Y.

"For business purposes and general road riding it has no superior."—J. H. BROWN, Rochester, N. Y.



AMERICAN RUDGE. PRICE, 50-INCH, $107.50.

"Have ridden my 56 American Rudge 1,500 miles, and cheerfully recommend it."—C. W. SEAMAN, Lewisburg, Pa.

"It takes at sight. Those who intend getting a Bicycle should get an American Rudge."—E. E. CUMNER, Lewiston, Me.

We do not say this is the best Wheel made, but we DO say it has no equal at the Price.

Sole U. S. Agents,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - GEO. R. BIDWELL - - - 2 and 4 E. 60th St., N. Y.

SAFE! DURABLE!! FAST!!!

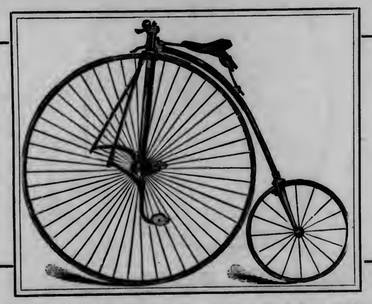
THE AMERICAN SAFETY BICYCLE,

MANUFACTURED BY

CORMULLY & JEFFERY,

222 and 224 North Franklin St., Chicago, Ill.

Is a high class ROADSTER, superior in STYLE and APPEARANCE, and equal in STRENGTH, DURABILITY, and honest WORKMANSHIP to any SAFETY made, while it is sold at so LOW a PRICE as to render COMPARISON of VALUES unnecessary.



HEADERS IMPOSSIBLE!
NO LOSS OF POWER!

As the pedals move in a nearly OVAL CURVE, the rider of the ordinary machine notices NO DIFFERENCE IN MOTION.

The joints on the levers being constructed on the ball and socket principle, accidents, bending levers or cranks do NOT make the machine TURN HARD. Patent Parallel Bearings, held in spherical cases, adjust themselves to any changes in the forks occasioned by accident.

Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Parallel Bearings - - - - - - $76.00
Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Ball Bearings all around - - - 99.00

OFFICE OF SKEEN & STUART STATIONERY CO.,
77 MADISON STREET, CHICAGO, ILL., April 3, 1886.

MESSRS. GORMULLY & JEFFERY, CITY:

Please furnish me at your earliest opportunity one American Safety Bicycle, 42-inch, ball bearings all over, and pedals. You may deliver same at my residence, 6515 Harvard Street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homœopathic Pharmacy, and ex-president of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

By permission of Mr. Stuart we quote from the letter (private) referred to:—

"I did not know much about Gormully & Jeffery's 'Safety,' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was a little large for me, but I rode it very handily, and it does run very easily. I think I shall mount one the coming season. . . . I am called by some a bicycle crank. I have n't seen a sick day for the past eight years of riding. Get a wheel and don't work so hard. Good health is better than riches.

"Yours hastily, H. T. APPLEBY."

Dr. Appleby has, since the above, purchased an American Safety for his own use.

For further information as to sizes, etc., send two-cent stamp for New Illustrated Catalogue of Bicycles and Sundries for 1886.

N. B. — We also manufacture an extensive line of Bicycle Bells and Sundries.

HARRY COREY.

We found that gentleman, but we noticed a shade of sadness in his eye; evidently memories of his lost cane were haunting him. "Come over here, till I show you something," said Harry. "Here is the first Rudge light roadster ever brought over to America, and that was four years ago; I rode Corey Hill on that machine, and it has travelled seven thousand miles in all over the roads, and *look* at it." Certainly, to our editorial eyes, it looked as if it had travelled only seven miles. "Fourteen Humber tandems is my record for last week's sales, — how is that?" said Harry. "The American Rudge? We have a ten strike in *that* machine; we have awakened a demand for it which is pleasant to contemplate."

Back on our tracks to the

POPE MANUFACTURING COMPANY.

We never expect to find anything *but* boom here, and we are never disappointed. "Our safety and two-track ladies' machines will be on hand in about two weeks," was the reply to our request to see these new productions. "We are going to have a Racer this season that . . . well, you just wait and see for yourself," said our informant. The Colonel came along just then, and a few moments were spent in talking over cycling matters and prospects generally. We were introduced to Mr. John Harrington, who very kindly showed us a magnificent chime clock and gave us a splendid imitation of the "Westminster Chimes."

Our breath and time gave out right here, and we shall have to continue our rambles next week among those we could not find time to see.

This is not a fancy sketch, but a true epitomized account of the state of the trade in Boston. It is Boom, Boom, Boom, and no doubt of it.

NOTES.

STALL and EVERETT are making great preparations to supply machines by the day to expected visitors to 27–31 May.

MR. SINGER returned to England with very big ideas of the prospects of business in this country.

The Overman people expect great things of their lamps with the "Boston Burner;" no wicks used.

WE have just seen a photograph of the new Quadrant safety. The machine has a 26-inch front wheel with the Quadrant bearings and a 34-inch rear wheel driven with a chain, like the Rover. We like the looks of the latest novelty. J. A. R. Underwood will handle it.

THE Weston Supply Company should be interviewed by those who want repairs and parts. See their advertisement. They are prepared to do all sorts of work of that kind. Call round and see them at their Cambridgeport shop. They are kept pretty busy as it is.

Literature.

THE first number of the first volume of the *Wheelman's Gazette* has been received. This paper is the continuation of the Springfield *Wheelman's Gazette* which had its origin in 1883, and which, although owing that origin to no higher motive than the advertising of the Springfield tournament of that year, has been instrumental for good in various ways until March last, when for legal and business reasons, which do not here concern us, it was thought best by its proprietors to change its title. The paper was always possessed of a certain literary ability, and although its business purposes were perhaps a trifle too prominent, it furnished none the less interesting reading on that account. In the number before us there seems to be no change for the worse or the better. Typographically considered, the paper fully maintains its usual standard, while its low price — fifty cents per annum — ought to secure for it hosts of subscribers, and make it what its proprietors evidently desire it to be, — an advertising medium of more than usual excellence. If we can aid in that high purpose, or if crude but laughable misstatements concerning our paper or our staff, like those on the second page of the *Gazette* before us, can be made to assist in satisfying that noble ambition, we shall be more than happy. But, nevertheless, our friend, the enterprising Ducker, would do well to bestow occasionally a more careful eye on the efforts of the less trained members of his staff. If he had done so in this case we feel sure that the article in question would never have been inserted. There *are* such things as boomerangs, Barnum to the contrary, notwithstanding, and wholesale departure from truth like that in the article referred to, is a kind of boomerang which the *Gazette* must not let fly too often if it has any regard for its own glass windows.

THE "My Cycling Log Book" will undoubtedly be given to the public, both in this country and in England, on the 15th inst. We have seen the proof sheets, and while we defer review until the complete book leaves the publisher's hands, we have no hesitation in commending highly the method which Mr. Weston has formulated and the publisher's work in its production. From the way that advance orders are being received, it is evidently necessary that those who want a copy out of the first edition should speak at once.

"My Cycling Log Book." Whiting, Boston. Price $1 25c.

Do we have to go West for our news items in Boston? Surely we do when we find in a western exchange the news that John L. Sullivan (*our* John) once essayed to become a bicyclist under the tutelage of Jack Prince. The story goes, however, that John L. was satisfied after one round with the machine. The first time on record of John's being knocked out.

THE Australian record for one mile on a tricycle has been lately taken by Mr. Con. Dwyer. He did the distance in three minutes. The quarter was run in 45⅝, one half 1.27⅝; three quarters 2-13¼

ATKEN'S Road Books are getting scarce, send in your order; price ten cents each.

Jack Easy's Letter.

No. 10. — Tandem versus Sociable continued. Great speed not desirable. Proper maximum of speed for ladies. A tandem prescription. Comparative features of the two types. Comfort, strength, security, stability, etc., etc. A feat of skill. Coasting. Its pleasures and its price. A strong argument. Dignity of a lady's appearance. Freedom from fatigue. A popular craze. Jack's reasons for his theme. His strong belief. And his concluding request.

Taking up the thread of my last week's remarks on the Tandem versus Sociable question, I find only one out of the admitted advantages on the side of the Tandem, left to be dealt with, and that one, the item of "Greater Speed." Now, if the advantages of less weight, less width, and less wind resistance are indeed, as I have endeavored to show, anything but advantages when combined in a machine on Tandem lines intended for ladies' use, then this last item of greater attainable speed which is the result of the combination of the other three, becomes an intensified defect greater than any one of those which gave it birth, perhaps, indeed, their aggregate. For the greater the speed and the lighter the vehicle the more violent the jar and vibration. It must not be argued from this that I advise undue weight or diminished possibilities as to speed in machines for ladies, but there is a maximum of speed which whether walking or cycling, it is not desirable for a lady to try to exceed. Just what this maximum is, we may all be allowed to differ in determining, especially as it varies so much with the physical abilities of riders, but in cycling, even on a Sociable, there is a rate of speed at which inordinate jar and vibration are produced, and the healthful attributes of the exercise are lost. This rate is certainly beyond what should be the maximum, no matter who great the temptation to indulge in it and that the temptation to that kind of excess is so great in the Tandem — the vehicle in which violent jar and vibration are produced at comparatively low rates of speed, — is, I urge, a very good and sufficient reason why for healthful considerations alone, ladies should endeavor to resist its fascinations.

Were there no Sociables to be had, and were I called upon to prescribe Tandem exercise for a lady with good physical qualifications, I should write, "Not oftener than twice per week, nor longer than five miles per ride, nor at a greater rate of speed than six miles per hour." With the companionable Sociable offering rides almost without limit in length and number, and an increase of at least one third in speed without loss of enjoyment, comfort or benefit, who but the un-

intelligent or the thoughtless would for a moment hesitate, if offered choice between the two vehicles?

So much for the "admitted advantages," now for a few words as to comparative features. As I started out by admitting certain claims, I have a right to expect a return of my liberality. It will not be gainsaid that cycling to be enjoyable must be comfortable, and that the more comfortable it is the more will enjoyment and benefit go hand in hand. Who that has ridden say five miles on a first-class Tandem, and then changed for a like distance on a first-class Sociable, can dispute my claim for the latter as the most comfortable vehicle? In the Tandem every detail of construction has been studied with special reference to the attainment of speed; in the construction of the Sociable, strength and security have been the first, and speed the secondary consideration, although all proper speed consistent with graceful and ladylike deportment is easily attainable. On the Tandem its very lightness causes it to be erratic in its steering and to lack stability; on the Sociable the accuracy of the steering is so to be relied on that no great skill is required to run either wheel over a ten cent piece even in the middle of the most rapid coast, while its stability is so evident that not the veriest tyro will lose confidence in the swiftest rush of the steepest and most desirous practicable descent, and for coasting itself what can compare with the Sociable? what Tandem can compete with it in the swiftness of its pace, in the gliding smoothness of its motion, in the exilarating feeling of security with which its riders fly past all other coasters on the declining surface, and leave them with the rocks and trees by the wayside, far behind? No one can realize in their completeness the enjoyments of coasting who has not tasted them on a Sociable. But just as every hill has its compensation, so every coast has to be purchased at the cost of some, perhaps, steep ascent, and when we come to hill-climbing abilities, the Tandem advocates may fairly ask in what can I commend my heavier vehicle? Simply in this, that in power the Sociable is fully the equal of any Tandem made, and a hill which it cannot comfortably surmount had far better — by a lady rider — not be essayed at all. If the Sociable is a safeguard against insane hill climbing and excessive and hurtful exertion, it would be hard for me to present to my lady readers any stronger argument in its favor.

For work upon the level, in its steady motion, its lack of jar and vibration its immunity from capsizes and in its luggage-carrying capacity, the Sociable can hold its own against every weapon but prejudice; a lady does not lose any dignity of appearance when riding it, and my own experience warrants me in stating most positively that the enjoyments of a long Sociable ride, though somewhat prolonged, which is to my mind a merit, are followed at the end of the journey by less fatigue than would result from the use of any other type of cyclic locomotion which I have yet tried. I think I have tried them all.

And with this I will leave my theme. I have guided my feeble pen to such brief defence of the Sociable as it could compass because it appeared to me that in a popular craze for lightness and speed the more worthy considerations of comfort, safety, and health were in danger of being lost sight of; because, as an old rider using both Tandem and Sociable for what I consider their proper respective purposes, I felt competent to form an opinion and justified in experimenting; and because, as I believe cycling to be one of the most beneficial as well as most delightful of exercises, I ardently desire that ladies should *permanently* share in its enjoyments. I deprecate the thoughtless encouragement of modes of cycling in which our fair companions may find only a temporary charm, and I am strong in my belief that the development of the Sociable type of vehicle would be fraught with the most gratifying results and would add to our riding ranks thousands of feminine recruits, in whom and in whose daughters after them, the claims of our wheeling methods to universal favor would be most amply recognized.

I pray you receive my reasons, if you do not my arguments, with favor.

JACK EASY.

A Trip to Chicopee.

The war, the war, the war. Mr. John Harrington has now become one of the contestants. He pokes his English nose into the fight and gives it a transatlantic complexion. Just as the Ames Manufacturing Company had struggled out from an almost overwhelming mass of writs and attachments, up pops the cradle-spring man and on goes an attachment for $20,000. This made the Ames people sit up, The O, W. Company having numerous bicycles in the storehouse, also sits up and scurries around with a liveliness, previous training had prepared it for. The attachment was dissolved by giving a bond, and the aforesaid bicycles were free. But lest the nimble sheriff should place on another tying up process, it was determined to take out the machines preparatory to filling the accumulated orders. We were about to seek the rest a week's labor entitled us to, and were departing to our humble domicile, when we were seized *vi et armis* by vice-president Hodges and his coadjutors and hurried to the B and A station. Armed with a large bunch of shipping orders and certain suspicious hampers, the party forced us into the night express for Springfield. The smoker was almost deserted, but a striking painter who was leaving a $20.00 job for nothing and principle, amused the party on the labor question. At two o'clock we were safely landed in the city of big tournaments and the only Ducker. After a short snooze we were up and, behind a pair of good horses, off over the dusty road to Chicopee. After a rapid drive up the valley of the Connecticut, we reached the pretty village that turns out governors, district attorneys, and bicycles. Our rapid, and we fear somewhat demonstrative entry into the sleepy town caused something of a commotion, and the people began to assemble in the streets. The bells in the church towers began to ring, and men and teams to gather in front of the Ames works, The church and the bicycle were rivals on this occasion, and the bicycle won. While the work of removing the scores, nay hundreds, of Victor bicycles was progressing, we took advantage of the opportunity to look through the factory devoted to cycle building. First, we glanced into the storerooms, where long rows of shapely wheels, ready for the market, made a pleasing show. We looked into the blacksmith shop, where big steam hammers shape the tubing for forks and backbones; peeped into the rim shop, machine room, and inspecting departments. Inside of four hours, hundreds of wheels were inspected, crated and shipped to their waiting owners. And ye tired editor and party made their way to Chicopee's best inn, and regaled themselves with beef and beer. A return drive, a few hours in the cars, and the party reached home, all feeling convinced that a quiet Sunday in the rural districts was rejuvenating.

English Twenty Mile Professional Championship.

THE second contest for the above championship came off at Belgrave-road-grounds, Leicester, England, 17 April. The following cracks faced the starter: R. Howell (belt and £10), Leicester; H. O. Duncan (£6), France; F. J. Lees (£3), Leicester; T. Battensby, Newcastle; F. De Civry, France; J. Birt, Northampton; S. Clarke, Aberdeen; A. Hawker, Leicester; O. Farndon, Northampton; J. Lumsden, Aberdeen; S. Vidal, France.

Howell made his effort at the last part of the race and led Duncan by a yard at the finish, Duncan getting second and ahead of Lee by about the same distance. Time, 1h.9m.46s.

Kennington Oval.

THE annual meeting of the Surrey Bicycle Club took place Saturday, 18 April, at Kennington Oval track, and it proved satisfactory in every respect, though the management were a trifle anxious over the weather prospects, which were very dubious during the forenoon. The events were —

One Mile Scratch Race (Sydney Challenge Trophy, presented to the Surrey Bicycle Club by the Sydney (N. S. W.) Bicycle Club, to be retained by the Surrey Bicycle Club as a perpetual challenge trophy). — E. M. Mayes, Surrey Bicycle Club, first; H. F. Wilson, Surrey Bicycle Club, second. Wilson, who had the outside station, led off, and maintained

LOOK!

Having selected a large number of the finest machines in the market for our Letting Department, we offer a choice of the famous handle-bar steering

"CLUB"

Tricycles, the

"RANELAGH"

and

"MARLBORO,"

representative wheels of the bridle and Cripper (straight steering) types, respectively. The value of our offer of these machines for hire cannot be too highly estimated, allowing as it does the use of the finest wheels purchasable.

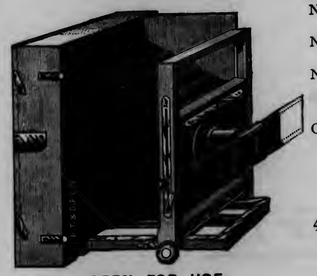
Send stamp for full information regarding terms of letting, to

W. W. STALL,

509 Tremont Street - - - Boston, Mass.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

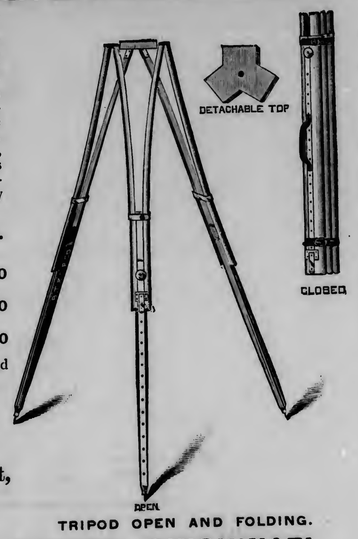
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

* EURYSCOPE * * * LENSES * *

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

RESERVED FOR

C. H. CODMAN & CO.

34 * BROMFIELD * STREET,

Photographic Stock Merchants.

this position until passing the Gasometer for the last time. Here Mayes put his toes to the pedals in earnest, and wading on cheerily caught and passed Wilson, finally winning by about ten yards. Time, 3.48⅘.

The next event was one mile handicap open. Six heats were run in order to reach the final. The following men started in the final heat: F. P. Wood, Brixton Bicycle Club, 75 yards start, 1; E. W. Brewerton, Lea Harriers, 85, 2; P. T. Letchford, Finchley Tricycle Club, 95, 3; *W. E. Lapworth, Surrey Bicycle Club, 120, 4; A. Attfield, Gainsboro' Cycle Club, 115, 5; C. Potter, Surrey Bicycle Club, 70, 6; M. V. Cassal, Beretta Cycle Club, 100.

Wood reached the tape a foot ahead of Brewerton. Time, 3.21¼.

The next was half mile tricycle handicap, won by H. C. Short (scratch) in 1.56⅘, and by a distance of 40 yards.

The next was the great event of the meeting, and was a veritable surprise party to every one, and to none more than Percy Furnivall. To within 20 yards of home Furnivall was looked on as sure, but there the "Ranelagh Harrier," put in his effort and shot by Percy, crossing the line with barely a yard to the better. Advices say it was a brilliant piece of work, and a "head victory" in every sense of the word. Time was slow, being 41.44⅕. The starters who finished were H. A. Speechly, Ranelagh H. (holder), 1; P. Furnivall, Berretta Cycle Club, 2; A. E. Langley, Kildare Bicycle Club, 3; A. P. Engleheart, Croydon Cycle Club, 4. (Silver Challenge Cup, value fifty Guineas.) Speechly having won the cup on two previous occasions, viz., Sept. 20, 1884, and Sept. 12, 1885, it now becomes his property.

* Fastest loser.

In the Prince Woodside race last week at Minneapolis, Woodside won. The starter was L. W. McLean; timers, R. H. Spear, C. T. Smith and D. R. Smith; scorers, H. A. Potter and Clark Elliott; judge for Prince, C. W. Ryder, and for Woodside, Robert Coleman, and referee, Joseph Mannix.

The time, at intervals of 10 miles, was as follows: 10 miles, 32m. 02s; 20 miles, 1h. 4m, 37⅘s.; 30 miles, 1h. 37m. 35⅘s.; 40 miles, 2h. 10m. 55⅘s.; 50 miles, 2h. 44m. 37s. From all accounts the claim of foul made by Prince was a fair one though not allowed. All witnesses seem to agree that Woodside did not give room for Prince to pass when he should have done so.

New Castle Race.

New Castle Bicycle Club will hold a spring race meeting, Thursday, 20 May, 1886. The prizes will consist of handsome gold and silver medals, designed especially for us. Our four-lap track, which gave such good satisfaction to the racing men last fall, has been greatly improved. We have decided to introduce a new feature in a race meeting, in the form of a hill-climbing contest. Three handsome medals will be given to the winners. Races will be called promptly at 2.30, Entrance fee one dollar to each event, to be returned to all starters, excepting hill-climbing contest which will be fifty cents, not returned. Entries close Tuesday, 18 May. All entries to be made to the secretary.

PROGRAMME.

On Jefferson Street Hill, 11 o'clock, sharp.

Hill Climbing Contest. — First prize, gold medal; second prize, silver medal; third prize, silver medal.

At Wheelmen's Park, 2.30, P. M.

One Mile, Novice. — First prize, gold medal; second prize, silver medal.

Half Mile, Open. — First prize, gold medal; second prize, silver medal.

Quarter Mile, Open, Best Two in Three. — First prize, gold medal; second prize, silver medal.

Boys Race, Boys under sixteen. — First prize, Hill and Tolman Bell; second prize, Lamson Bundle Carrier.

3.20 *Class Race, One Mile.* — First prize, gold medal; second prize, silver medal.

One Mile, Open. — First prize, gold medal; second prize, silver medal.

Two Mile, Open. — First prize, gold medal; second prize, silver medal.

Record Race, Five Miles. — First prize, gold medal; second prize, silver medal.

One half Mile, Hands Off. — First prize, gold medal; second prize, silver medal.

Club Race, One Half Mile. — First prize, gold medal; second prize, silver medal.

3.10 *Class Race, One Mile.* — First prize, gold medal; second prize, silver medal.

Consolation Race. — First prize, gold medal.

One Mile, Special. — There will be a one mile dash for special gold medal between C. M. Brown, of Greenville, Pa., and James S. Hedge, of Buffalo, N. Y.

East Hartford Races.

The spring races of the East Hartford Wheel Club will be held at the club track on Saturday, 22 May, beginning at 2.30 P. M. The list of events is as follows, but the races may not be run in the exact order here given:—

One mile club championship.
One mile Hartford Wheel Club.
One mile club handicap for those who have not beaten 3.40.
One mile club 3.10 class.
One mile, open, riders eighteen years old or under.
One mile open.
One mile open, boys on 48-inch or smaller machines.
One mile club 3.25 class.
One miles open lap race.
Three miles open ten minute class.

For the benefit of those who want to enter tho races, we will say that the entries close 19 May, with E. E. Arnold secretary, box 173. An entrance fee of twenty-five cents will be charged to all club races, fifty cents to others, except the boys' race, which will be twenty-five cents.

PHOTOGRAPHIC

Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the World.

A correspondent asks: "Is there no way of giving rules as to proper exposure?" We can only answer in a general way that the conditions of light and subject are so numerous that it is impossible to give any set of rules, except that subjects with a great deal of water and sky take less time than a landscape with masses of green. For instance, given a July midday sunlight subject, masses of trees, rocks, and grass,—a plate of what is called six sec. time, stopped down to the smallest,—we should give about nineteen sec; the same conditions, subject still water, rocks and trees, about twelve to fourteen seconds. Nothing but experience and *failure* will teach this most difficult portion of the art. Cloudy days and longer exposure are productive of the best results.

The old, old, rumor that a process has been discovered to reproduce colors is afloat again. We don't believe it however.

Now that the bright days are with us, the amature and cyclist will be overhauling his traps to see what he needs for the campaign. Let him decide, and then consult our advertising pages to find out where to go to get his wants supplied.

A very common mistake of the beginner is to think his plate is developed when the details are out, and the action apparently ceased; but this is not so; the negative still lacks density and the developer must be kept on till plate commences to assume a gray appearance.

A would-be amateur asks: "How much will an outfit cost?" Ah, my dear sir, that depends; but we can say that a fine 5x8 camera, lens, plate holders, etc., can be got for from $30 to $60, and as much higher as your pocket-book will stand. The same gentleman asks: "Do you know if they use paper instead of glass for negatives?" We answer, yes, they do; but with what results we are unable to state. Apply to one of the dealers for information, whose name you will find in our advertising columns.

Will some of our readers please give us a good plan for an amateur's dark room? We have one of our own, but it is crude and not convenient. Some of our readers can surely give us points on this subject as to size, arrangement, etc.

Cyclists and amateur photographers, keep your eye opened for the Boston show. You will find what you want there, sure, "the very latest."

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

THE Lynn Cycle Club claims a membership of seventy-five.

THE Rockinghams, of Portsmouth, N. H., say they have fifty-three members.

THE Fitchburg Club are after fame and say they will have a race meet.

THE Marblehead Club seems to have subsided and, up to the present time, shows no signs of life. This is in marked contrast to the usual activity of the organization.

THE Nonantums, of Newton, will wear green uniforms hereafter. This is the third club in this vicinity that sports that color.

THE Massachusetts Club are talking of a week's tour in June. If it takes place it will be a veritable "Wheel Around the Hub."

CHARLES A. MARTIN, of the Massachusetts Club, leads his club on distance for 1886; so far, his record is seven hundred and twenty-five miles.

THE Mavericks will give their third annual entertainment at the Paris Rink, East Boston, on Tuesday evening, 18 May, not 21 May as previously reported. A grand time is promised.

WHEELING, W. VA., 1 May.—The following officers were elected for the ensuing year, of the Wheeling wheelmen: President, Chas. E. Mason; secretary and treasurer, A. A. Wheat; captain, Wilbur L. Wright; lieutenant, Dr. R. H. Bullard; color bearer, R. J. Smyth, Jr.; bugler, D. A. Taylor. The color for uniform this year is light gray and Boston perfection shoes. Wilbur L. Wright was elected chief consul for this State, and certainly deserves the honor.

AT the annual meeting of the St. Louis Star Bicycle Club, Wednesday, 28 April, there were elected for the current year, the following officers: President, F. W. Hard; vice-president, Edward Lewis; secretary and treasurer, W. W. Carpenter, Jr. (re-elected); captain H. W. Greenwood (re-elected); first lieutenant, E. M. Beach; second lieutenant, Fares. S. Carpenter (re-elected).

AT the annual meeting of the Omaha Wheel Club, held on 12th inst., the following officers were elected: President, W. M. Rogers; captain, J. G. Hitchcock; secretary, C. M. Woodman; treasurer, Perry Badollet.

THE regular meeting of the Suffolk Wheel Club was held Monday evenings 3 May, President Charnock in the chair. Voted, To hold semi-monthly meetings in the future; to leave the management of the three days' tour in the hands of the club committee, with full power; the club colors to be black, with name in gold. The membership was increased by eight, and the club will this week remove to larger and well appointed apartments, having outgrown the present rooms. Ride to Cobb's, Sharon, 9 May, starting at 9.15 A. M., sharp.

AN organization to be known as the Newbury Wheelmen, was formed at Newbury, 24 April. The club starts with a membership of twenty-five, which is expected soon to be increased to fifty. Officers were elected as follows: President, J. Everett Wilson; secretary and treasurer, L. W. Y. McCorkey: captain, Frank Hollister; lieutenant, A. N. Chambers; executive committee, J. Everett Wilson, L. W. Y. McCorkey; F. W. Cassidy and A. I. Barton. A uniform of dark gray with blue trimmings has been adopted.

THE Citizens' Bicycle Club held their regular monthly meeting in their new house, on Monday evening, 17 April. Over fifty members were present. The alterations are not yet completed, though tha parlor floor presents a comfortable appearance. Several new members were admitted, and it was decided to add two more members to the Board of Trustees, the additions being Simeon Ford and W. C. Frazee. A change in the by-laws was made, to create a non-resident list of club members, whereby those who lived out of town, and were unable to enjoy the full privileges of the club, would only be assessed half the regular due rates.

THE bicyclists of Freeport have formed a club with a membership of fifteen. Indications point to a large increase in the future.

THE Druids, of Baltimore, will probably merge into the Maryland Club.

THE York County Wheelmen met in Biddeford, Me., a few days ago, and elected these officers: President, R. A. Fairfield; vice-president, A. L. T. Cummings; captain, Walter T. Bowers; secretary and treasurer, J. Edward Etchells; lieutenant, Walter L. Ayer; bugler, Elie Girouard; color bearer, James W. Dennett; committee, R. A. Fairfield, A. L. T. Cummings, J. Edward Etchells, Edward J. Dearborn, Harry Jose.

THE Kennebec wheelmen, of Augusta, Me., have organized with the choice of the following offieers: President, G. E. Dunton; captain, H. L. Stone; secretary and treasurer, M. S. Campbell; bugler, A Pinkham; first lieutenant, A. C. Walker; second lieutenant, W. W. Ladd. The club voted to join the League of American Wheelmen.

CYCLING in Philadelphia is also on the boom. The Pennsylvania Club claim to have doubled its membership, and if the club can be made unanimous they will have a club house of their own.

THE Chicago Club is the largest and oldest in Chicago, having one hundred members. The Dearborn Bicycle Club is next in size. The "Owls" are young and lively, and the Wanderers' Club is in process of formation.

FIXTURES

MAY.

8 SATURDAY—Brooklyn Bi. Club to Fort Hamilton. Assemble Boulevard entrance, 4.15 P. M.

9 SUNDAY.—Somerville Cycle Club, run to Lowell. Wheelmen invited.
Cambridge Bi. Club, to Echo Bridge, 3 P. M.

10 MONDAY.—Springfield Bi. Club minstrel show.

14 FRIDAY.—Cambridge Bi. Club, moonlight run, 7.15.

15 SATURDAY.—Brooklyn Bi. Club moonlight run, Staten Island. Assemble South Ferry, 3.50 P.M.
Cambridge Bi. Club, moonlight run, 7.15.

16 SUNDAY.—Somerville Cycle Club, run to Brockton. Cylers invited.
Brockton Bicycle Club, to Taunton.
Cambridge Bi. Club, to Cobb's, 9 A. M.

17 MONDAY.—Cambridge Bi. Club, moonlight run, 7.15.

18 TUESDAY.—Maverick Wheel Club, East Boston. Boston. Entertainment, Paris Rink.

20 THURSDAY.—New Castle, Pa., Bi. Club races.

22 SATURDAY.—Brooklyn Bi. Club, two-mile road championship race over Boulevard course, 5 P. M.
E. Hartford Wheel Club races.

23 SUNDAY.—Somerville Cycle Club, run to Lynn. All wheelmen invited.
Cambridge Bi. Club, to Belmont Spring, 3 P. M.

24 MONDAY.—Commencement for two day's meet, Woodstock, Ont., A. A. A.

27 THURSDAY.—Boston Club's exhibition of bicycles tricycles and accessories, opens in Mechanics fair Building, at noon.
L. A. W. Meet.
Hill-climbing contest, Corey Hill.

28 FRIDAY.—Boston Club's cyc'e show, second day, opens at 10 A. M.
L. A. W. Meet.
Brooklyn Bi. Club, trip to Boston via Fall River, 5 P. M.

29 SATURDAY.—Boston Club's cycle show, third day, opens at 10 A. M.
League parade.
League races, Union Grounds, 3 P. M.

31 MONDAY.—Lynn Cycle Club opens its new track. First Prince-Neilson race.
Fourth and last day of Boston Club exhibition in Mechanics Fair Building.
League of Essex County Wheelmen. Annual meet at Lynn.
Ixion Bi. Club 50-mile road race, Orange, N. J.
New York and New Jersey R. R. Asso. team race, Orange, N. J.
Cambridge Bi. Club, to Lynn, 10 A. M.

JUNE.

5 SATURDAY.—Brooklyn Bi. Club, "Around the Block" club room, 4 P. M.

12 SATURDAY.—Brooklyn Bi. Club to Roslyn, L. I. Flatbush Depot, 4.22 P. M.

13 SUNDAY.—Brockton Bicycle Club to Quincy Point.

16 WEDNESDAY.—Capital City Club, Spring race meet.

19 SATURDAY.—King's County Wheelmen annual race meet, Brooklyn, N. Y.
Brooklyn Bi. Club, moonlight to Brighton Beach, club room 7 P. M.

21 MONDAY.—Brooklyn Bi. Club annual dinner.

27 SUNDAY.—Brockton Bicycle Club to Massapoag House.

JULY.

1 THURSDAY.—C. W. A. meeting, Montreal, three days.

3 SATURDAY.—Suffolk Wheel Club, three days' tour commences, along the North Shore.

5 MONDAY.—L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.
Binghampton Bi. Club, fourth annual meet.

9 FRIDAY.—Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.

11 SUNDAY.—Brocktons to Nantasket.

25 SUNDAY. Brocktons to Natick.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois.—L. W. Conkling, 108 Madison street, Chicago.
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—Dr. A. G. Coleman, Canandaigua.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Oskaloosa.
Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provision, ally elected: F. B. Noble, 74 Division street, Albany, N. Y.; A. H. Overman, 182 Columbus avenue, Boston, Mass.; C. R. Overman, 182 Columbus avenue, Boston, Mass.; G. R. Bidwell, 313 West 58th street, New York, N. Y.; A. B. Johnson, 4 Warren street, New York, N. Y.

APPOINTMENTS.—Consul for Boston, Mass., Mr. A. D. Peck, Jr., 9 Otis street; consul for Pigeon Cove, Mass., Mr. J. A. V. Hurd, Pigeon Cove.

HOTELS.

THE HAWTHORNE,
HARVARD STREET - - - - - BROOKLINE.
Unequalled by any house around Boston. 4½ miles from city.
CAFE OPEN AT ALL HOURS.
The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,
BRIGHTON, MASS.
L. A. W. HOTEL.
Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.
REGULAR DINNER, 50 CENTS.
Cycling Papers on file.
F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.
First-Class in Every Respect.
Cyclists will Receive the Best of Attention.
DINNER, 75 Cents.

BAILEY'S HOTEL,
South Natick, Mass.
Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.
DINNER 75 CENTS.

THE WESTON SUPPLY CO.
No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.
NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.
Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our new importation of Harvard and Yale machines which we are offering at greatly reduced prices. We have constantly on hand an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us, as we have facilities for performing the most difficult work very promptly and at REASONABLE PRICES. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

NOTICE.—By deed, dated Dec. 11, 1885, we purchased of Mr. Frank W. Weston, of Boston, all his right, title, and interest in this company, and he is not responsible for us in any way whatever.
THE WESTON SUPPLY CO.

The American Bicycles: CHALLENGE, SAFETY and IDEAL
These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.
MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.

$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERINGS, and by N. G. WOOD & SON, Jewellers, 444 Washington street.

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to
A. W. GUMP, Dayton, Ohio.
For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN
AMERICA.
BICYCLES REPAIRED AND NICKEL PLATED.
A. W. GUMP, Dayton, Ohio.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — A Club Tandem in good condition; new last June; price $200. Address TANDEM, BICYCLING WORLD Office.

FOR SALE. — Rover Safety in first-class condition. This machine was imported for a sample to order by and to latest. It has been ridden but a few times. My new lot of Rovers having arrived, I will sell this machine cheap. J. A. R. UNDERWOOD, Agent for Rover Safety Bicycles, Washington street, Dorchester, Mass.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

WANTED. — Every wheelman who is not a subscriber to the BICYCLING WORLD to become one.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS., Chicago, Ill., or, WM. C. DANIELS, Napierville, Ills

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

NOW

IS THE TIME TO USE

ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

SEND YOUR ORDERS FOR

Papa Weston's Log Book

to this office. Price $1.25.

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W., at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.

EVENTS.

1 Mile Amateur Bicycle. — League National Championship.
1 Mile Amateur Tricycle. — League National Championship.
1 Mile Amateur Bicycle. — Mass. State Championship. (Entries Limited to Massachusetts Riders.)
1 Amateur Bicycle. — Novice.
1 Mile Amateur Bicycle. — Handicap.
1 Mile Bicycle. — Invitation Race.
3 Mile Bicycle. — Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee $1.00. No fee for invitation races. Entries close 17 May.

Admission to the Races, 50 cents.

The "MISSING LINK" Found.



Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock. In the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crooks alike, and locks through the small wheel on the two prongs of the fork, just under the felloe. Nickel Plated. Sent post-paid on receipt of $1.25.

ANSON P. MERRILL & CO.

BOX 596 . . . . . FALL RIVER, MASS., U. S. A.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=

MY CYCLING LOG BOOK.

A Novel and Complete Method of Memoranda

Of the number of miles travelled by Cycle, with such notes of roads, routes, and incidents as may be convenient or interesting for reference.

By FRANK W. WESTON,

United States Chief Consul of the Cyclists' Touring Club, etc., etc., etc.

FOR SALE BY

THE BICYCLING WORLD CO., 179 Tremont St., Boston, Mass.

Price, strongly and handsomely bound in limp red leather covers,

$1.25.

ROYAL MAIL.

5056 MILES,

BEST ROAD RECORD OF 1885

On One Wheel, Won by ROYAL MAIL.



Spokes wound SEVEN TIMES, giving rigidity to whole wheel. No rattle. Note this tying.

SIX IMPROVEMENTS.



Grip Fast Rim and Tire

NEEDS NO CEMENT.

Holds firmer than Cement; no thin edge of rim to dent; whole rim stronger; also seamless.

THE WHEEL OF THE YEAR.



BALL BEARING HEAD.

No friction of cones, hence no loosening nor constant tightening up. Can be run six months with one adjustment and one oiling. All parts INTERCHANGEABLE in **Royal Mails** this year. Offered as the most perfect wheel yet shown.



DETACHABLE HANDLE BARS.

Merely unscrew nuts each side of head. Very simple and strong.

Before purchase, send Stamp for large illustrated Circulars.

WM. READ & SONS, 107 Washington St., Boston.

SOLE AMERICAN AGENTS.

READ THIS.

Opinion of Henry Sturmey, THE authority in England. From last Cyclist.

Ever since the introduction of the india-rubber tire, it has proved itself, like many other things, not altogether an unmixed blessing, for the difficulty to keep it on has ever been a great one, and many and various have been the devices adopted by ingenious makers to make its fastening to the rim secure. A year ago at the Speedwell Exhibition a rim and tire had just been patented, and our opinion asked upon it. This rim was an ordinary crescent steel felloe, with the edges turned in so as to fit into a couple of longitudinal grooves cut in the rubber tire, and thus without the aid of cement holding the rubber firmly in its place. We at once spotted the idea as a good thing.

As will be seen by the sketch, the tires are held firm in the rims without the use of cement, and are, therefore, cleaner in application than a cemented tire.

Not caring to speak of such an important matter without testing the idea practically, we have ridden it in town riding, and the tires appear if anything more firmly seated than ever, despite the fact that our last experiment with them was to run our steering wheel in the tram grooves, and repeatedly twist it out again suddenly, a proof which satisfies us that the invention is a success. As we have said, the tires have not yet come out with us; when they do, — *if* they do, — we will let our readers know. — HENRY STURMEY, *in the "Cyclist,"* April 14, 1886.

New York Agents, RENTON & CO., 229 Broadway; Brooklyn Agents, CHAS. SCHWALBACH, 132 Penn Street; Philadelphia Agents, C. CONINGSBY & CO., 923 Chestnut Street; Le Roy, N. Y., Agent, W. C. BOAK; Washington Agents, CRIST & HIGHAM, 905 G Street, N. W.; St. Louis Agents, CHAPIN ARMS CO., 902 Olive Street.

SPECIAL NOTICE. **SPECIAL NOTICE.**

Owing to the now very common practice of prominent racing wheelmen riding in the interest of certain makes and for their advertisement, we wish to announce, BEFORE the racing season opens, that

THE ROYAL MAIL HAS NO (NOR WILL HAVE ANY)

SALARIED RIDERS IN ITS EMPLOY.

We believe wheelmen should not be and are not influenced in the selection of their mounts, by the fast riding or the breaking of records by PAID riders on this or that wheel. We have in stock Royal Mail celebrated racers FOR SALE, and from their past reputation we offer them as the finest made and most rigid racing wheel made. Our aim, to furnish a Perfect Roadster. We offer as such, the ***Royal Mail.***

WM. READ & SONS,

SOLE AMERICAN AGENTS,

107 Washington Street, Boston.



The LILLIBRIDGE SADDLE is the only one having any of the following points:—

Adjustment in Height in Front.
Adjustment in Height in Rear.
A Bifurcated Seat.
Adjustment in Length.
Adjustment in Width.
A Comfortable Coasting Plate.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

It is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75c.

FREEMAN LILLIBRIDGE, - - - Rockford, Ill.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS.(THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston. No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00; Randolph Bicycle Shoe, $3.50. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST

Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

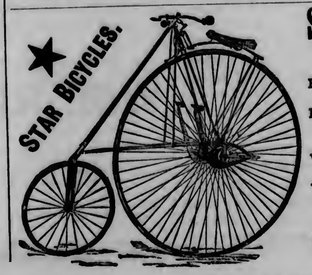
Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.' DUPLEX WHISTLES by mail 35 cts

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

SPINNEY & FRANCIS.
FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

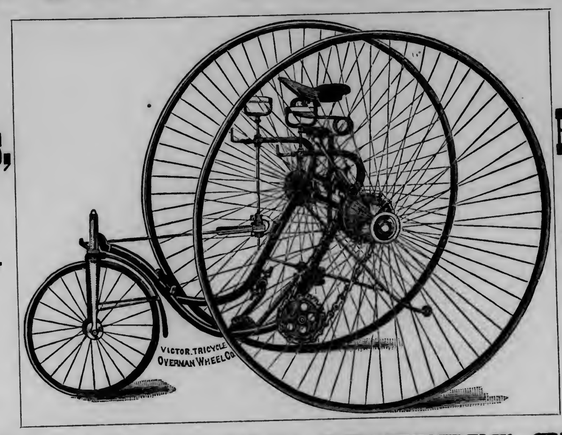
Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

VICTOR TRICYCLES.

Compressed Tires,
GUARANTEED
TO
STAY IN.
PRICE,
$125.



Ribbon Steering
PERFECTED.
NO BREAKAGE.
PRICE,
$125.

THE STRONGEST AND STIFFEST TRICYCLE
ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

We have a few '85 PATTERN VICTOR BICYCLES, which will be sold at Bargain Prices.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



Bicycles, Tricycles and Sociables at Second-Hand Prices

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

We pay for this space.—The Pope Manufacturing Co.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

BICYCLING WORLD SUPPLEMENT,

7 MAY, 1886.

The N. C. U. Weakens. — Suspensions Rescinded.

ENGLAND'S ruling body has undertaken to stamp out the makers' amateurs, but has been unable to accomplish anything, to speak of. Every one in this country will feel surprised at the sudden collapse of the Union, and will regard its threats of rigorous action in the future as idle. This back down of the Union will have its effect upon the question in this country.

The National Cyclists Union, some weeks since, suspended certain suspected amateurs. This action was enforced but about three weeks, when the Union, through its secretary, Robert Todd, Esq., issued a *pronunciamento* on the position of the Union, from which we take the following: —

> The question of the makers' amateur was then pressed upon the attention of the Executive of the N. C. U., and, acting upon the instructions of the Council, they called upon a large number of prominent riders to remove the suspicion which rested upon them of having been paid by manufacturers for cycle riding, and of having thus infringed the amateur definition of the Union. Some of the riders produced proofs which honorably cleared them of the charges made; others produced proofs which the Executive, acting as a semi-judicial body, felt bound to accept; and others totally failed to produce the necessary proof, a few of them seeking by abuse to make up for the lack of proofs. All the riders who failed to give the necessary proofs were suspended by the Executive. It was, however, pointed out to the Executive, that some at least of the riders may have been misled, by the past inaction of the Executive, into the belief that the offence was one which was being deliberately winked at by the Executive. The Executive also felt that any partial action on their part might induce a sympathy towards those who had been taken, whilst equally great offenders had been left. They had therefore to lay down a policy which would affect as far as possible all alike.
>
> After a very careful and anxious consideration of the matter the Executive decided upon the following course of action: — All riders who have been suspended are let off with the warning implied in their having been suspended for a short period. The Executive now give notice that in the future they will investigate promptly and thoroughly every case which may come before them in which a rider is reasonably suspected of being paid by any manufacturer for riding his machine, and if the suspicion is not removed they will, in the exercise of the power placed in their hands, effectually bar the riders from taking part in any contest held under N. C. U. rules. Whilst taking every care to avoid any injustice to individuals, the Executive are determined that to the utmost of their power they will seek to put an end to an abuse which, if allowed to exist, can only render the name of amateur cyclist a laughing stock, and they feel confident that in this endeavour they will receive the cordial support of the bodies which rule over kindred sports.

THE *Cyclist* says editorically: Another reason for regret at the sudden wholesale rescinding of the suspensions is the effect it will have upon the action of the L. A. W. This body evidently means carrying its programme right through from the start, and making a clean sweep of the matter at once, and its action is to be endorsed or otherwise by the members of the great League meeting in the early part of next month, The news, therefore, that the Union has rescinded its suspensions will considerably weaken the hands of the League, and we could have wished that the N. C. U. had witheld its decision if but for a fortnight, which would have allowed the League and its members to have carried through their action, or otherwise, without the influence which the Union movement must necessarily have upon it.

Wheeling says: To-day (Tuesday) we understand that the whole of the suspended riders will be reinstated; their ostracism having lasted about three weeks. We must confess to a feeling of surprise mingled with satisfaction at this result; surprise at the almost ridiculous rapidity with which the storm has blown away, leaving the teacup swept and garnished, and satisfaction that the views which we have enunciated in *Wheeling* have finally won the day. We believe that the Executive of the Union sees that of the many evils it has to contend with, that of makers' amateurism is a minor one, and that it is content, meantime, with a warning to the men, which, if not taken to heart, may at some future time bring down the hand of coercive legislation with a heaviness from under which there will be no arising.

There was an upheaval imminent upon the refusal to reinstate the men, which must have involved serious consequences to the Union. The great Birmingham club, the Speedwell, has just elected W. A. Illston to membership; the Birchfield Harriers are inviting "suspends" to [illegible] and the feeling grows apace that suspension of one man on a technicality, while another goes free, he being in strict equity every whit as guilty as the other, is a crying shame. Promateurism cannot be grappled with by the N. C. U. Its only remedy lies in the common sense of the makers, who are beginning to recognize the costliness of the thing, and to fight shy of it. We give every credit to Mr. Todd and others of the N. C. U. Executive, who tried to postpone the consideration of this question. The Council which insisted on their action was wrong.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The New York Club Again.

Editor Bicycling World: — Your correspondent from here, signing himself "Titnam," has some remarks to make on the New York Club this week, tending in the direction of criticism, and, while I have hardly the right to object when the same number contains my own *ex parte* statement on behalf of the club, you will pardon me if I call atttention to some inaccuracies in his report.

In the first place, I am not captain of the club. I never "gave it out" that the club had raised $30,000 with which they would at once begin to build a new house, because no definite sum was ever raised or even canvassed for. I did state in your columns some weeks ago, that it had been *proposed* to build, but when the matter was looked into, we found it would pay us better to lease, and we accordingly took our new quarters at 302 West 58th street, where "Titnam" will doubtless find some one about if he will call at a Christian hour. With a present membership of thirty-two — not forty-two — we do not find any pressure on us to compete with the numerous social clubs of the city, as to in any way change our distinguishing character of a *cycling* organization, which maintains a house primarily to afford conveniences for the use of the wheel. Nor can we consistently bind our members to relinquish all other occupations by hanging around the house when they are not riding; and, as none of the members live in the house, we can never be certain of having a sort of reception committee on hand at all hours of the day and night, although we are always glad to see any of our friends who call. If a[illegible]

come and find no one in, we trust that they will not attribute it either to inhospitality or want of interest in cycling.

Most of all, I would be sorry to have the idea go out in your pages uncorrected, that either the club or myself have been promising great things without performance. The building scheme was given up for various reasons, chief of which was the questionable wisdom of burdening a relatively small membership with a heavy debt; and at no time did we announce it as anything more than, at the best, a probability. Yours very truly,

EDWARD J. SHRIVER.

NEW YORK, 1 May, 1886.

Philadelphia.

I SAY, Mr. Editor, don't you give me away. The boys all want to know who I am, and both "Gid" and poor little Spain have in turn been blamed for my criticism.

We are all coming to Boston; Josephus, see that thou layest in a goodly stock of the comely and nutritious bean, with accompanying light fantastic pork. We of the home town have no meagre appetites and a sea voyage leaveth us lean and hungry.

Gid does n't seem to care, as he is pretty well case hardened by this time, and does n't even mind being referred to as one of the "Men I have Rubbed"; poor little Spain, however, indignantly denies the soft impeachment.

What a treat to the most of us that exhibition is sure to be. And what a cross to the man of Gaul, who sees but may not try. Verily, I fear mine own pleasure will be not unmixed with anguish on this account, a new, good, handsome, scientifically built wheel having more charms than music to soothe my savage breast; and I am never thoroughly soothed unless mounted.

Speaking of pretty wheels, a stop in at Mr. Hart's place here this week gave me some idea of how the Columbia folks are pushing things; the Expert is the same old reliable, and as good a roadster for rough riding as one could well have. The light roadster they seem to have improved some, but it still does n't look as though it would stand our riding around Philadelphia The tricycle is well finished, and has some good points, but is not well balanced, and the small wheel is too small, too close in to the driver, and the drivers are entirely too large.

The Columbia semi-roadster is a new mount this year for the boys and small men; splendidly finished and low priced, and filling a class all by itself. It deserves a goodly sale.

Yesterday I had a note from Gideon, and in response thereto, I called at his place on my way home to "see sumthin' purty." There it was, sure enough,—a little forty-two-inch, driver, eighteen-inch steerer, automatic, "Marlboro' Club" tricycle. It is, without an exception, the prettiest little wheel it has ever been my good fortune to see; it was hung up on the scales before my eyes, and it weighed actually just seventy-two pounds, dead, ten pounds less than Invincible or Quadrant. The foot brake is very powerful, and needs to be applied with care; but the steering is prompt and steady, the finish the best, and the entire get up of the wheel superb. The next lot that the Coventry Company bring over is to have twenty-inch front wheel and forty-inch drivers, and I cannot imagine how a better machine for good road riding could be produced. The new ones will, with the reduced drivers, necessarily scale actually less than seventy pounds, and I do not believe it would be safe to put a man on a lighter machine. DON CÆSAR.

We Are Told

THAT John Shillington Prince will leave the West about 13 May, and will take up his abode at Lynn until after the 31st.

* * *

THAT Lord Macaulay's New Zealander will be present at the September tournament of the Springfield Club.

* * *

THAT the Lynn Cycle Club are becoming very swell, and will have a cottage at Nahant this summer.

* * *

THAT W. J. Murphy, of the Boston and Albany Railroad News Stand abandons the bicycle after nine years' riding, and now swears by the three wheeler.

* * *

THAT Sanders Sellers will no more appear on the racing path.

* * *

THAT the record from Washington, D. C., to Cabin John's Bridge, about ten miles, has been broken by Thomas Barber and Eugene Crist. Machine, Humber Tandem.

* * *

THAT Bob Neilson did not like what the *Globe* said about Getchell being able to dust him, and so last week he lay for brother Getchell, and did it in great shape too.

* * *

THAT the Record Breaker Weber was feted at the St. Louis "Delmonico's" by his admiring Western friends.

* * *

THAT Lawrence Land conquered Corey Hill on Star in 4. 42. last week. Quite a number of others tried to get to the top, but in vain.

* * *

THAT Van Meerbeke, who is crossing the Continent from New York to San Francisco, is down in Alabama now.

* * *

THAT only very few of Atkins' road books are left, and those who want them had better put in [illegible]

At the Woodstown, N. J., Bicycle Club's annual meeting the following officers were elected: president, Dr. J. E. Jacquet; captain, George M. Andrews; secretary, William L. Taylor; treasurer, Allen T. Lewis; club speech-maker, E. F. Lewis. The League suit was adopted as the uniform for the season.

At a meeting of the Mercury Wheelmen, of Flushing, the following officers were elected: president, Dr. A. Foster King; secretary and treasurer, Charles B. Turton; historian, L. A. Clarke; bugler, William E. Hicks; captain, A. Polhemus Cobb; lieutenants, Townsend Scudder and J. W. Whitson.

The eighth annual meeting of the Montreal Bicycle Club was held in their club-house Thursday, 8 April, and was attended by upwards of seventy-five members of the club. The officers for season 1886 were elected as follows: president, J. D. Miller; first vice-president, J. B. Ostell; second vice-president, W. G. Ross; honorary secretary, R. F. Smith; committee, A. T. Lane, G. S. Low, J. T. Gnaedinger, F. G. Gnaedinger; captain, H. Joyce; first lieutenant, J. T. Gnaedinger; second lieutenant, E. W. Barlow; bugler, F. W. Crispo; standard-bearer, J. H. Robertson.

Foreign Flashes.

THEY have the "Waltham rough" in England, as the experience of some members of Grove B. C. can testify. It was the same story as our experience last month *en route* to Waltham, with this improvement: the roughs got a sound thrashing. "Rah," Grove B. C.

FURNIVALL did not know what to make of Speechley's victory. We would rise to remark that Furnivall was handsomely out-generaled.

"MR. O'BRIEN'S attempt at riding a tricycle in Palace Yard on the day of Mr. Gladstone's great speech, has been commented upon by every paper, cycling or otherwise, but we think the *Illustrated London News* is the only paper which reproduces the result of his efforts. Such a sketch appeared last Saturday, and is no doubt as correct as the imagination of an artist who is equally at home in depicting a ship foundering with every soul on board, miles away from land, or a scene in a police court can be." — *Bicycling News.*

THE following will be read with interest by our lady friends who want light machines: "My first 'Cripper' was taken from the stock, and weighed 67 lbs., with 40-inch wheels. I rode the machine a few months, and liked it well, except that it was rather heavy. On being advised to have a lighter make, my weight (9½ stone) and other particulars were sent to Messrs. Humber & Co., of Beeston, and in due time I received a little beauty, with 36-inch wheels, and weighing 52 lbs." — VIOLET LORNE *in Bicycling News.*

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$2.00 a Year. 5 cents a copy. | BOSTON, 14 MAY, 1886. | Volume XIII. Number 2.

You will be Too Late if you do not Hurry.

The '86 Model Victor Bicycles are being ordered faster than they can be shipped. Anxious riders are waiting for every one that comes.

WHY DO THEY WAIT?

Because they know that the New Victor is the Strongest, Stiffest, and Lightest Running.

Because they know that it will Climb Hills easier and Coast Faster than any other.

Because they know that Victors have all latest improvements, no matter what the cost.

Because they know they will be glad they waited and got the best, instead of buying an inferior wheel which they could have at once.

We do not have to Let them. We do not have to Trade them.

We do not have to "Greatly Reduce" the price to sell them. They are the best, and wheelmen know it, and will pay the reasonable price asked, rather than trade and take second choice.

Call and inspect the machines. New Catalogs ready.

OVERMAN WHEEL CO.

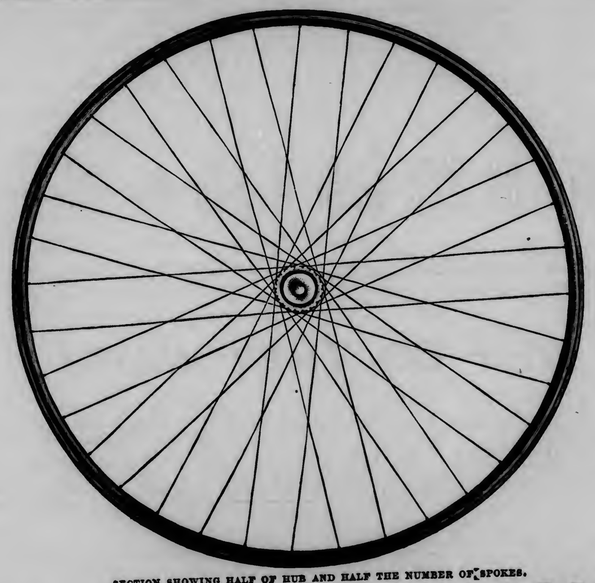
182 Columbus Avenue, Boston.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ✣ RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke broke or wheel buckled.



Universally acknowledged to be the strongest and most rigid wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded *a Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.
"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED *EVERYWHERE.* Apply for Terms.

S. T. CLARK & CO.
Importers,
BALTIMORE, MD.



Best Material.
Best Workmanship.

LOOK FOR YOURSELF AND HAVE THE BEST.

W. B. EVERETT & CO.
Sole United States Agents,
6 and 8 Berkeley Street
BOSTON, MASS.

Apollo Bicycle.
Ball Bearing Head, Detachable Bars, and all Latest Improvements.

Singer's Straight Steerer,
The Fastest Tricycle Built.

Springfield and Traveller Tandems.

Catalogues free. Send for Second-hand List.



Adjustment in Height in Front.
Adjustment in Height in Rear.
Adjustment in Length.
Adjustment in Width.
A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to
A. W. GUMP, Dayton, Ohio.
For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.
BICYCLES REPAIRED AND NICKEL PLATED.
A. W. GUMP, Dayton, Ohio.

Machines for Hire

DURING THE

LEAGUE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no trouble or further expense, getting a nicely cleaned and oiled machine each morning.

TERMS ON APPLICATION.

LEAGUE STOCKINGS

We have in hand a small job lot of L. A. W. Stockings, which we will close out to League members only at $1.25 per pair, post-paid, by mail.

SIZES: 9½, 10, 10½.

Cash Must Accompany Order.

GOODS GUARANTEED.

Parties sending crated wheels to be used at the League Meet may consign to our care, when we will uncrate, set up and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges without trouble to the owners.

Please notify us to send B. L. when shipping.

W. W. STALL - - 509 Tremont St., Boston.

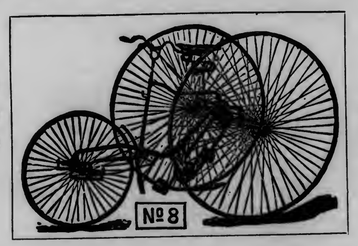
New 48-page Catalogue on receipt of stamps.

STANLEY SHOW QUADRANTS FOR 1886

ARE READY

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

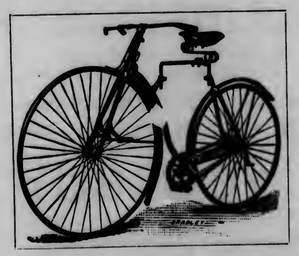
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.



1886.

THE

Overman Wheel Co.

CATALOG.

1886.

Overman Wheel Co.

with the progression which has been made in this manufacture in Europe, our President has made annual tours of inspection amongst European makers for the last six years, thus getting a knowledge of the state of the art, which, united with a determination to do only the best things, enables us to offer bicycle riders a machine combining the best of the past, with all the important improvements of to-day.

We have undertaken to manufacture cycles of the highest possible grade, and we feel warranted in saying that no new wheel was ever received with such favor as the Victor Light Roadster bicycle of last season. We note with pleasure

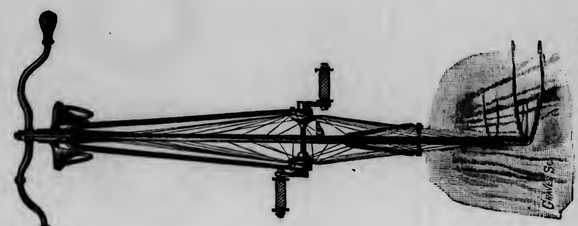


FIG. 4—FRONT VIEW OF VICTOR BICYCLE.

the fact that its warmest friends and most enthusiastic admirers are the old and experienced riders, while the younger men find that the enjoyment of wheeling, the ease of hill-climbing, and the delight of coasting on a Victor surpasses every reasonable expectation.

We feel that we are running no risk in referring intending purchasers to *all riders of Victor Bicycles*. Among its many points of superiority those of coasting and hill-climbing have been particularly remarked, and are indicative of the perfection of the "lines" of the machine. If a bicycle coasts well it

Overman Wheel Co.

THE VICTOR BICYCLE.

IN presenting for the fourth time our annual catalog, we do so with a feeling of pride in the success which we have had in the past. Cycle making in the last ten years has been so studied and experimented with, so practiced and perfected among a class of high manufacturers, in this country and Europe, that it may truly be called an art to build a bicycle which shall be allowed by the wheel critics of to-day to be in all ways up to the highest standard which has



FIG. 1—SIDE VIEW OF VICTOR BICYCLE.

been attained by the combined efforts of the world's makers. Cycle building, like ship building, is something more than the putting together of material—the model must first be formed in the mind of a master, and if, when completed, there is a lack of harmony and rhythm, a failure will result, which to the casual observer will be unaccountable. In order to understand and be in harmony

shows that the parts are well fitted and the bearings true, and the only time to appreciate this is when the power is taken off,—then the machine itself has a chance to talk, and it tells unerringly what the work is. The Victor has gained the reputation of being a coaster *par excellence*, and Victor riders have challenged all comers with success.

No greater strain is put upon a machine than in hill-climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill-climber. Ask any Victor rider how his machine coasts and how it climbs hills.

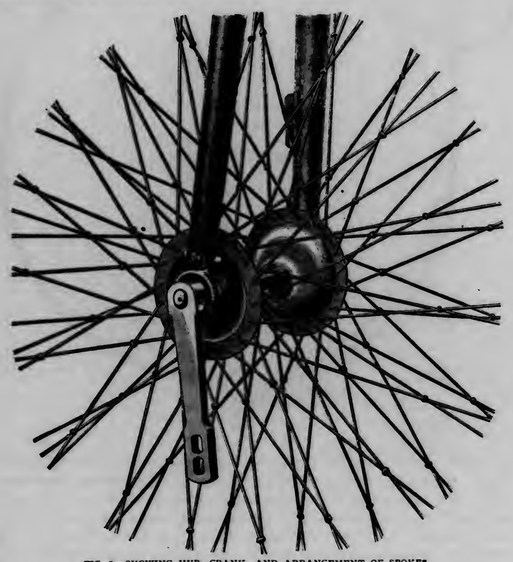


FIG. 2—SHOWING HUB, CRANK, AND ARRANGEMENT OF SPOKES.

We were the first American makers to abandon the cheap and treacherous malleable iron castings and to build a high grade bicycle with hollow rims, tangent spokes, and *all steel*. We want to be understood to say that the Victor bicycle contains absolutely no cast metal, and the machine is so guaranteed. The cheap way to make parts is to use a wooden pattern and from it have castings made. The expensive way, and the way which we have adopted for all parts, is to make steel dies for each piece and forge the pieces from steel, thus insuring accurate form, without the tendency to flaws incidental to castings.

Accurate methods are necessary to uniform and perfect results. Thumb measure guesses, while steel measure determines.

MATERIAL.—*Our steel* is made by the Sweet's Mfg. Co., of Syracuse, and is the result of a great deal of experimenting for the purpose of finding out what steel is best adapted to the great strain to be borne in the various parts of a bicycle. It is made without limit as to cost of production, and the entire lot for the output of the coming year was made at one time in order to insure uniformity in quality. This cannot be when makers buy their steel in small, scattering lots, as it is impossible to make different lots of steel precisely alike.

OUR SPOKE WIRE is made especially for the purpose, and is adapted to stand the great strain of tension in the wheel without stretching out of shape, and at the same time to be soft enough to prevent the snapping incidental to a brittle wire.

OUR RUBBER is the finest Para gum, made by the B. F. Goodrich Company, of Akron, O., under an order to make the finest tire possible without regard to cost.

OUR TUBING is all made by the Credenda Company, of Birmingham, Eng., and is the finest quality produced in the world.

So we might continue to enumerate the various articles of material which are used in the Victor bicycle. We have mentioned the names of some of the makers in order to demonstrate that we do not fear investigation as to the kind of stuff we put in our machines. It will be apparent to riders that we could not use the names of these parties and claim that we had paid for the finest material that they could make, if there was any chance that such a claim could be questioned by them.

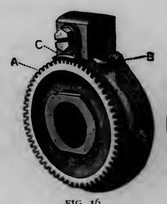


FIG. 16.
BOWN'S BALL BEARING.



FIG. 9.
CAP REMOVED.



FIG. 8.
CAP.



FIG. 7.
SECTION.

BEARINGS.—Two points, above all others, are important in bicycle making—rigidity and minimum friction. To both we have given a great deal of attention, and will ask the reader to study the following description, and learn of the ways by which we have made a bicycle as rigid as a steel bar and with so little friction that the wheels almost seem to run themselves.

The enemy which cycle makers have most to contend with is friction. The question of cycle journal bearings has been a wide and troublesome one from the beginning. Two great obstacles were to be overcome: first, friction; second, wear. A bearing may be ever so nicely fitted, but without perfect means for adjustment it will soon wear and become loose. It is now conceded by all that cycle bearings must be balls, so arranged that a single row or circle of them will form a complete journal bearing. The balls and the surfaces on which they travel must be as hard as glass, and, above all and most important, there must be perfect means for adjusting the surfaces which come in contact

with the balls, so that when there is wear, even though it be as little as the fifteen-hundredth part of an inch, the bearing can be altered to compensate for such wear. In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time very tight and very loose; that is, perfectly free to spin and entirely rigid, allowing no shake in the parts. It can be seen by any one, mechanic or not, that cycle parts must travel in the course intended, and avoid the slightest deviation from that track.

To accomplish these results many devices have been tried, and hundreds of patents taken out in this country and Europe. In 1877 there was patented to William Bown, of England, the invention of Joseph Henry Hughes, which promised to fulfill all the requirements of a perfectly adjustable ball bearing for cycles, and it is needless to say that the invention was warmly welcomed by all riders, while many makers and inventors attempted to find a method by which they could evade the claims of this patent, and at the same time accomplish practically the same results. After nine years, during which time hundreds of other plans have been tried and much litigation had in the courts with those who have attempted to appropriate the device, the Bown patent to-day is stronger than ever, and is acknowledged by all fair minds to be the only method by which a practical cycle bearing can be made. It is a fact, to-day, that no other bearing is succeeding, and that all modifications of this bearing which have any practicability are paying a royalty for the use of this patent, and their makers are only introducing modifications in order to claim an individual bearing. The principal makers of the world pay tribute to this invention. In 1884 we purchased of Mr. Bown the United States patent for this invention, and have since been exclusive owners until recently, when we were joined in the ownership by Messrs. Stoddard, Lovering & Co., of Boston. We are therefore owners of the principal patent which bears upon cycle making. In the Victor bicycle there are no bearings except ball bearings. It is customary with makers to add these expensive bearings to the different parts only as ordered, charging extra for each pair of ball bearings. As we believe these essential we use nothing else. The illustrations will show the very simple and perfect method used in Bown's ball bearings.

RIMS.—We were the first American makers to manufacture hollow rims, and have adopted the Warwick Hollow Rim (of which we are sole United States owners), as being the only hollow rim which has been found to stand the test of use on American roads. The Warwick rim is made of a single piece of cold rolled sheet steel, so lapped as to give double thickness in the bottom, where the spokes are attached, and where the greatest strain is. There are three methods of making hollow rims: one, to take two pieces of sheet steel and join them by soft solder—the disadvantages of this method are too apparent to need explanation; another way is to take a tube and roll it into the shape of a rim—the disadvantage of this method is that if heavy enough tube is used to give sufficient thickness of metal for strength and stiffness at the points where spokes are attached, the rim will be too heavy, as a tube cannot have walls varying in thickness. In the Warwick rim, by the method of brazing a lapped joint in the bottom we get double the thickness at the point where the strain comes, likewise double the body of metal in which to form the bed for the nipple-head, thus preventing the nipple from bedding or necking into the rim-hole, as is sure to be the case where the attempt is made to seat a nipple in too thin steel. The importance of a rigid rim cannot be overestimated. If the rim is out the wheel is wrong. The Warwick rim, as made by us, has two dis-

tinct features not found elsewhere: first, we use a heavier and stiffer steel; second, the rims are shallower.

As we do not use cement with our compressed tires we do not have to provide storage room in the rim for the wax, and as our method of attaching is positive and does not depend upon the amount of contact between rim and rubber, we are able to make a very shallow rim, which, while most of its advantages accrue to the tire, possesses this advantage for the rim—that being very shallow it has great lateral strength. This result is shown by the fact that during the past year we have not known of *one Victor bicycle wheel being buckled*. Buckling, or springing out of round on receiving a lateral strain, is the most common of difficulties with bicycle wheels.



FIG. 15.
WARWICK RIM, COMPRESSED CUSHIONED TIRE.
Dotted lines show amount of rubber exposed for use.



FIG. 13.
ORDINARY RIM AND CEMENTED TIRE.
Small amount of rubber exposed for use.

TIRES.—No feature in wheel-making bears more directly upon the comfort and safety of rider and machine than the rubber band which encircles the wheel. We are indebted to rubber for our enjoyment of cycling. The requirements of a tire are, first, elasticity; second, durability; third, perfect attachment to the wheel. The elasticity of rubber depends upon displacement. Rubber is as dense as iron when confined, but thoroughly elastic when allowed room for displacement. Tires, as heretofore made, have been one half outside, unconfined, and therefore elastic, one half inside, and confined, therefore inelastic—the inner half of the tire serving only for the purpose of attaching the rubber to the rim,



FIG. 11—REAR WHEEL TIRE.



FIG. 10—ORDINARY REAR TIRE.

Dotted lines show amount of rubber exposed for use.

thus contributing almost nothing to the elasticity of the tire, so that for this purpose it might as well be made of wood. To overcome this condition we have introduced a new tire which provides for an inner open space into which the rubber can cushion. In this way we utilize the entire body of the rubber,

making the rubber inside of the rim just as useful as that outside. In demonstrating the truth of this theory we have found that where rubber is confined in a hole, no amount of pressure will condense the rubber in the slightest degree. The elasticity of our seven-eighths inch tire is equal to a one and one-eighth inch tire made solid and attached in the usual way. Durability of the tire is insured by our compressed method, as we do not stretch the rubber but use a tire larger than the wheel, and compress it into the rim by means of clamping machinery. A tire which is stretched into the rim tears open at every cut, soon becoming ragged and ruined by contact with the stones and uneven surfaces of the roads, while cuts in compressed tires close up and do not enlarge. Rubber, when compressed, is far less easily cut, the tendency being to temporarily dent the rubber instead of cutting into it, as is the case in a stretched rubber which resists pressure. We claim that the Victor compressed tire will wear twice as long as the ordinary stretched tire fastened with cement.



FIG. 12.
COMPRESSED CUSHIONED TIRE UNDER PRESSURE.



FIG. 14.
REAR WHEEL TIRE UNDER PRESSURE.

If the tire is attached in such a way that it can be pulled out (which means that it can come out on the road), it is not useful, but dangerous. We are the only makers in the world who guarantee tires to stay in—and who invite the public to pull them out if they can, and claim that their tires will be torn to pieces, bit by bit, before they will part from the rim. We use no cement, but by a chemical process which admits of the tire being easily taken out to replace spokes, we attach the rubber directly to the rim. The Victor compressed tire cannot be appreciated without mounting the wheel. All vibration is lessened. We have abandoned red sulphuret of antimony, as its only use is to adulterate the rubber and give it a red color. We are using the finest Para gum, with barely sulphur enough to vulcanize the rubber, thus making the purest tire possible. It is much more expensive than the antimony tire, but gives far better results in wear. Our tires, then, will be found to be a gray black, or the color of virgin gum. We have named our tire a "compressed tire." It differs from other tires in these respects only: first, it is a pure, gum rubber; second, it is not stretched, as all others are, but is made larger than the rim, and compressed into the rim; third, it is attached without wax, or tire cement, by a chemical process, uniting the rubber directly with the rim. We make this full explanation, as it has happened that some of our competitors have interested themselves in circulating misleading statements with regard to this tire. The compressed tire originated with us, and is controlled by us. Our price for compressing tires into the wheels of other bicycles is ten dollars a pair; we therefore consider that the Victor bicycle is worth ten dollars more on this account.

WELDLESS STEEL TUBING, made for us in Birmingham, Eng., is used for all hollow parts, and everything is hollow that will admit of it. This tubing is a marvel of strength and lightness, and is essential to the best work. It is very thin, and finished inside and out to a gauge. There is not a seam nor a joint in it, thus making an ideal frame for a bicycle. Our spines, forks, handle-bars, and pedal-centers are all made of this tubing.

BACKBONES are of inch-and-a-half weldless steel tubing—a large section, to give rigidity and strength. The connection between rear fork and backbone is now made of solid steel forging, bell-shaped, so that the whole dome of the fork is reinforced, and the neck of this forging extends fully two inches into the backbone. The rear fork is made straight instead of curving back, in order to carry the step a proper distance from the front wheel. With a curved rear fork the step is brought so near the front wheel that in mounting the wheel is apt to strike the rider's toe and throw him off. Also, there is less rigidity in a curved rear fork. "Curved lines for beauty, straight lines for duty."

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.



FIG. 3—VICTOR HEAD, SHOWING MANNER OF ATTACHING HANDLE-BAR.

OUR HANDLE-BAR is made of weldless steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break. (See Figs. 3 and 4.)

THE HANDLE is solid, black, vulcanized rubber, which it will be found impossible to break. The pear-shaped handle is used, as it is the one most generally demanded.

OUR SPOKES are tangent, which is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. We think it well

to have plenty of spokes. Small wheels all have twenty-four spokes. All spokes are soldered on the hub, tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full-sized wire. (See Fig. 2.)



FIG. 18—SECTIONAL VIEW OF REAR HUB.

HUBS.—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make bearings dust-proof. (See Figs. 2 and 18.)

In small matters as well as large the critic of the new Victor will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling the lower step in the steering head. Our dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the backbone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.



FIG. 17—REAR FORK, SHOWING ADJUSTABLE AND DETACHABLE STEP.

The common difficulty with the steering-head has been two-fold: first, it could not be oiled; second, no adequate means was provided for locking the nuts. Instead of the common check-nut, we use Latta's patent locked head, being a tapered, wedge check-nut, split on one side, with which the head can easily be locked in any position, thus allowing an easy adjustment of the steering-head with an absolute certainty that the nut will not start and shake loose. Patent fiber washers are used on the brake lever to prevent rattle.

THE STEP.—Our experience has taught us that bicycle steps are wanted and not wanted, in a great variety of ways. We therefore put on our machine

a light, adjustable step, which can be placed wherever the rider wishes; or, better still, left off entirely.

CRANKS are made with two holes instead of slots. (See Fig. 2.) This is a very expensive construction, as it costs twice as much to broach out two holes as one, and broaching is expensive work. We do this in order to insure uniformity of throw, as by observation we find that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling. With the Victor, riders can have a five inch throw or five and three-fourths inch, always exactly one thing or the other. If they should differ from us in this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Cranks are keyed with round taper pins.



FIG. 19—SQUARE RUBBER PEDAL.

PEDALS.—Our square rubber ball pedals have during the last year continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor bicycles are furnished with these pedals

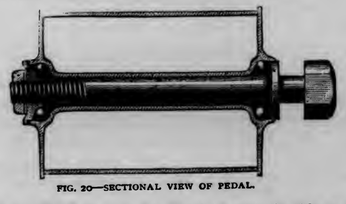


FIG. 20—SECTIONAL VIEW OF PEDAL.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of leather, and, most important of all, to be easily put on and off without tools. We provide all this in our Victor swing saddle. The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore and aft swing, which cushions the jar that might otherwise cause a

header. The leather seat of the saddle is as easily put on and off as one's hat —it can be taken off at every stop, thus keeping the seat dry, and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension. It leaves little to be desired in a saddle. The long flaps of the leather serve not only to protect the leg from the wheel but to protect the clothing from the dirt thrown by the wheel. Wire leg-guards are always liable to clog up with dirt. We adopted this plan originally



FIG. 6—VICTOR SWING SADDLE.

to avoid a patent which has since expired, but we have found it so valuable that we retain it by preference. Experience with this feature will convince any rider that we are right.

Where riders want more elasticity, with a longer seat and a half-inch higher in front, we supply a front spring for the Victor saddle at an extra charge of 50 cents.



FIG. 5—SADDLE OFF.

FINISH.—We make two finishes—one with spokes, rims, backbone, and fork-sides in Harrington's enamel, black, and all other parts nickeled on copper; another all nickeled on copper, except rims and spokes, which are finished in Harrington's enamel. For this latter finish we charge ten dollars per machine, extra. As forged steel is hardest and stiffest on the outside it is not well to nickel-plate hollow rims and spokes. Since the metal is not thick enough to admit of grinding off to polish for nickel-plating we hold that hollow rims and spokes should never be nickel-plated, not only for this reason, but because it is almost impossible to clean them, which is necessary when they are nickel-plated, in order to prevent rusting.

For description of Harrington's enamel see page 18.

☞ **See Testimonials, page 27.**

RECORDS.

At the close of the racing season of last year there were 103 American amateur records held by riders of various machines. Out of these 103, **79 were held by riders of the Victor.**

The **first World's Record** made on an American bicycle was made by Geo. M. Hendee on the Victor.

The principal road races for 1885 were won on the Victor. This includes the Big Four 100-mile, Cola E. Stone; the Cambridge 50-mile, E. P. Burnham; the Boscobel 50-mile, W. A. Rhodes; the Massachusetts Bicycle Club 50-mile, W. A. Rhodes, etc.

LEG MEASURE.

32-inch leg,.....48-inch wheel.	36-inch leg,.....56-inch wheel.
33-inch leg,.....50-inch wheel.	37-inch leg,.....58-inch wheel.
34-inch leg,.....52-inch wheel.	38-inch leg,.....60-inch wheel.
35-inch leg,.....54-inch wheel.	

These are standard figures for measurement. The rule should be to ride as small a bicycle as fits well. The Victor being closely built and having a low saddle, a larger wheel can be used than of some other makes.

SUMMARY OF POINTS IN VICTOR BICYCLE.

TIRES—Finest Para gum, compressed in and cushioned.

BEARINGS—Bown's Æolus Ball, all round, including pedals.

SADDLE—Victor swing, detachable leather.

STEERING-HEAD—Latta's patent locked

RIMS—Warwick's hollow, shallow section.

HANDLE-BARS—Weldless steel tubing, cow-horn shape, and tapered to tip —detachable.

SPOKES—Double tangent, tied and soldered at all crossings, attached with long tube nipples.

FORKS AND BACKBONE—Weldless steel tubing of thin gauge and large section.

STEP—Detachable and adjustable.

DUST-SHIELD—Perfectly tight, with means for oiling.

HANDLES—Solid vulcanite,

FINISH—Two styles: standard, all nickel but backbones, forks, spokes, and rims; extra, all nickel but rims and spokes.

PRICES OF VICTOR BICYCLES.

48-inch, all nickel on copper except fork-sides, spines, rims, and spokes,	$122.50
50-inch,	125.00
52-inch,	127.50
54-inch,	130.00
56-inch,	132.50
58-inch,	135.00
60-inch,	137.50

Extra finish, all nickel except rims and spokes, $10 additional.

The above prices are for the machine complete, crated and delivered f. o. b. at Chicopee, Mass., with nickeled B. & S. wrench, nickeled spring-top oiler, and leather oiler case (wrench fits into loops under saddle).

"INTERCHANGEABLE."

RIDERS *cannot place too much importance upon having the machine they select* INTERCHANGEABLE. *If the parts are not made interchangeable, it means that when a repair is made each part will* HAVE TO BE FITTED, *and the machine when repaired will be a* PATCHED-UP AFFAIR, *and the rider's pocket will need to be patched.*

The expense of special fitting is always heavy and generally unsatisfactory. Remember the question is not whether you can FIT *the parts of a machine which you propose to ride, it is,* WILL THE PARTS INVARIABLY FIT WITHOUT THE SLIGHTEST ALTERATION? WE GUARANTEE THAT PARTS OF THE VICTOR BICYCLE WILL NOT REQUIRE TO BE FITTED. *If you break a Victor Bicycle and replace the part it will be* EXACTLY NEW *at that point, and not a cobbled-up, ill-fitted trap.*

If a certain part (say the crank) in ten machines of the same pattern is fitted in ten different ways—as must result by hand work—it is evident that at least nine out of the ten ARE WRONG, *i. e., they cannot all be different and all be right.*

When made interchangeable, parts, being all made by the SAME *dies and cutters and finished to the* SAME *gauges,* MUST BE ALIKE.

"Things which are equal to the same thing are equal to each other."

THE VICTOR TRICYCLE.

THE VICTOR TRICYCLE has earned an enviable reputation during the past three years for a staunch, easy running machine. It is front steering, double driving, and parts are interchangeable and can be repaired by sending for duplicate parts, which will not require fitting.

The Frame is made of one jointless loop of weldless steel tubing, thus insuring the greatest strength and rigidity with the lightest weight.



SIDE VIEW OF VICTOR TRICYCLE.

The Driving-Wheels are forty-eight inch, with sixty direct double butt-ended spokes, having forged steel hubs four and one-quarter inches by six. This makes a very rigid wheel, which it is *impossible* to "buckle." Small wheel is eighteen inches, with twenty-four direct spokes. The rims are U shaped, seven-eighths and three-fourth inches, made of sufficient weight to insure rigidity and strength.

Tires are of the finest Para rubber, moulded in endless round moulds, and *compressed* into the rims. Only compressed tires are used. They cannot come out and cannot be *pulled* out. (See page 6.)

Steering.—It is a matter of constant remark among riders that the Victor tricycle is *exceptionally easy-running*. This is due to the model, the material, and the care with which it is fitted. The experience of the past year has resulted in some improvements in the manner of making certain parts of the machine; notably the ribbon steering has been very much improved, and is now so made that it is impossible for it to break, the strain coming on the frame instead of the ribbon as heretofore. The tension of the steering handle may be regulated to anything required. The ribbons used are interchangeable, so there can be no mistake in putting them on. Every part of this device is adjustable for wear.



RIBBON STEERING.

The shake and rattle in the steering apparatus of a tricycle has been a source of endless annoyance and is caused by the rack and pinion construction. When rack and pinion steering is used there is necessarily lost motion, and as lost motion in the steering allows the little wheel to "wobble," it is evident that the best results in speed cannot be attained under such conditions. The ribbon steering makes the steering of the Victor tricycle as rigid as bicycle steering.

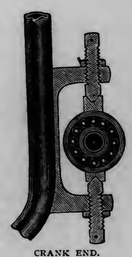
Bearings.—The Victor tricycle runs on one hundred and twenty-six hardened steel balls, so accurately made that a micrometer finds the variation to be under one-thousandth of an inch; Bown's Æolus ball bearings all round—to all wheels, pedals, and crank ends.

Cranks are hung in universal hangers, which automatically adjust themselves to any spring or strain of the crank or frame, and preserve a true line of bearings.

Pedals are perfectly adjustable for wear, run on fifty-six steel balls, and are dust proof. The square shape of the rubber adjusts itself to the curve of the bottom of the foot, which prevents "slipping the pedals." It also gives four wearing surfaces, making it very durable. The rubbers cannot roll under the foot as round rubbers do.

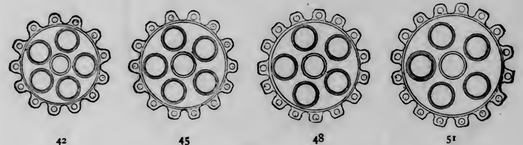


HADLEY'S ADJUSTABLE PEDAL.



CRANK END.

There are many other points of superiority of less importance in our tricycle which we have not space to mention, but must ask intending purchasers to examine our machine.



42 45 48 51

The machines will be geared to run as 42, 45, 48, or 51 inches, as above.

With regard to **two speed gears**, we have concluded, as the result of diligent experimenting on our own part, and the experience of English riders, to abandon all devices known as two speed gears, or power gears; our reasons being that the devices fail to render the assistance promised, and have the following objectionable points: Increased weight, friction, and complication; expense, noise, and liability to get out of order; more dead centers, and more lost motion; resulting in a positive increase of work where a decrease is promised.

Handles are adjustable to suit any length arm. They are nickel-plated, with white celluloid grips, which, though costing more than any other grip, makes a beautiful handle and is superior for wearing qualities. Nothing seems to affect it and it is peculiarly pleasant to the hand.

The following are specialties with the Victor tricycle:—

Bown's Æolus Ball Bearings all round, viz., all wheels, pedals, and crank shaft—126 balls.

Victor Ribbon Steering. Perfectly adjustable, no lost motion, no noise nor shake, no oil, no gear teeth.

Compressed Tires. Cannot be pulled out; increased elasticity; will wear twice as long as stretched tires.

Hill's Adjustable Saddle Spring.
Hadley's Adjustable Pedals.
Victor Saddle.
Celluloid Handles.
Ratchet Brake.
Finished in Harrington's Enamel.

For the benefit of those who are not advised of the great utility of the tricycle as a means of health, profit, and pleasure, we will say that there are about 100,000 now in use in Europe by ladies and gentlemen of all classes. Doctors, lawyers, merchants, mail-carriers, and policemen, tourists traveling for pleasure, and invalids in search of health, all are riding tricycles.

They are faster than horses, safer than walking, always saddled, and eat nothing. That the tricycle is almost never abandoned by those who have once yielded to its fascination is a most pertinent recommendation to the uninitiated. Among the earliest patrons of tricycling were Queen Victoria and the Prince of Wales, followed by nearly all the members of the royal family, the Emperor of Brazil, King of the Sandwich Islands, Khedive of Egypt, Czar of Russia, and the other crowned heads of Europe, together with people of wealth and distinction too numerous to mention.

Among the many noted people who are riding tricycles in this country are President Cleveland, Rev. Henry Ward Beecher, and Hon. William M. Evarts.

PRICE OF VICTOR TRICYCLE.

Finished in Harrington's enamel and nickel, Bown's Æolus ball bearings all round (126 balls), Victor ribbon steering, compressed tires, Hill's adjustable spring, Hadley's adjustable pedals, Victor saddle,—complete, with saddle bag, wrenches, and oiler, crated ready for shipment, $125.

Printed instructions for using and caring for machine are sent to each purchaser.

VICTOR BABY SEAT.



The Victor Baby Seat makes a very safe and comfortable seat for small children. Is attached just back of the front wheel. Price, enameled, $5.00.



LUGGAGE CARRIER.

Strong and compact, will carry a sheet of music or a satchel weighing 40 pounds. Price, enameled, $2.00.

The one-quarter and one-half mile record for the world is held by the Victor tricycle, ridden by Geo. M. Hendee, at Springfield, Mass.

HARRINGTON'S ENAMEL.

The manner of *finishing* our machines is quite as important as their construction. A machine may be perfect in mechanism, and still be a failure if the finish is bad. The usefulness of a tricycle depends largely on the ease with which it can be kept in order. When finished with Harrington's Enamel, machines may be cleaned at convenience, even leaving them untouched for months, without damage.

Harrington's Enamel will not chip off nor crack, is very hard, and admits of a beautiful polish, withstands the weather perfectly, can even be buried in the ground without injury. It is not affected by salt water—making a reliable finish for machines at sea-shore. In a machine having as many exposed parts as a cycle, which is to be used in all weathers and kept in order by the rider, it will be found that a finish which will absolutely prevent rust, and can be easily cleaned, is about as valuable as the machine itself.

Many other methods resemble this in appearance, and some even claim the same virtues, but in no case have they stood the test of wear. Short tests are of no value where the finish is expected to stand for years. Harrington's Enamel is *not an experiment*. It has stood the test of seventeen years, and can justly be called the only reliable finish for metals to be used out of doors. When we contemplated beginning wheel manufacture, we found in England that Harrington's Enamel had no competition; that it was acknowledged to be superior to all other methods of finish, and that we could not have the best without it. Our cycles are all finished with this enamel, and, as it would cost fifteen to twenty dollars to have this work done, we claim that the Victor Cycles are worth, on this account, much more than those finished by any other process. Except John Harrington, of London, we are the sole owners of this process.

(COPY.) COVENTRY, ENG., Nov. 1, 1882.

This is to certify, That I have sold to the OVERMAN WHEEL COMPANY the sole right to HARRINGTON'S ENAMEL for America, and that I have carefully examined the material and work as done by them and pronounce it to be perfect, and in every way as good as can be done by me.

(Signed) JOHN HARRINGTON.

Mr. Henry Sturmey, who is the highest authority on all wheel matters, says of HARRINGTON'S ENAMEL: "It is done in any dark colors, or combination of colors, and has a most effective appearance, whilst it is not only perfectly impervious to wet and rust, but it is also acid-proof even. I have had it in use some eighteen months, and have never before been 'happy' about my machine after a rainy run, but now can leave it for a month without attention, and it will be none the worse."

We could add many testimonials, but have not space to spare.—"A good wine needs no bush."

We will do no job work in Harrington's Enamel except wheels, forks, and backbones, and they must always be sent to us detached, as we will not undertake to be responsible for any other parts sent us.

We shall enamel in only one style, full polished black. The "polished" is too well and favorably known to need further description.

No striping nor varnish will be used.

Each part sent should be tagged with the owner's name.

PRICES.

Large wheels,	$7 00	Small wheels,	$3 00
Backbone,	2 50	Fork,	2 50

PATENTS.

We are the owners of many United States Patents, and several in England. We warn manufacturers from copying our devices, as we always have patents applied for. We own and control many features of cycle manufacture, both in the United States and England, among the most important of which are:—

Bown's Æolus Ball Bearings.
Harrington's Enamel.
Warwick's Hollow Rims.
Compressed Tires.
Square Pedal Rubbers.
Bown's Æolus Ball Pedals.
Duplex Whistle with mouth-piece.
Victor Swing Saddle.
Hadley's Handle-Bar.
Hill's Saddle Spring.
Hadley's Adjustable Pedal.
Victor Baby Seat.
Victor Ribbon Steering.
Hadley's Steering Head.
Wicksteed's Acme Bicycle Stand.
Spring Top Oilers.

TIRE CEMENT.

We are makers of Tire Cement, and most of the cement used in the United States is made by us. It is used by large wheel makers and large dealers throughout the land, and we refer to every one who has used it to testify as to its merits.

If cement is good it must be adhesive and cohesive. It cannot be cohesive if when pulled out in fine threads (heated) it shows small particles of dirt in its composition. Please heat a piece of O. W. Co. Cement and draw it to a fine thread and notice its clean appearance. We invite comparison in this and all other respects.

The best is the cheapest. Prices furnished to large makers and dealers.

COMPRESSED TIRES.

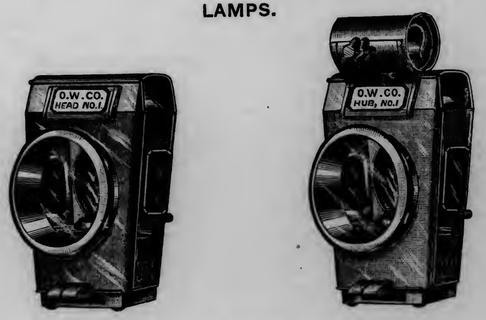
We have persistently refused to do job work in compressed tires, but the demand is so great among riders who are using contractile tires cemented in, that we have decided to do this work when the wheels are sent to us detached from other parts of the machine. The charge will be $5.00 per wheel, without regard to size; and tires when furnished by us will be $2.00 per pound for finest Para moulded tires. Wheels must be absolutely clean—cement *all* out.

Our machines are guaranteed to be free from imperfections in material or workmanship, and we will replace, without charge, any parts returned within a year from purchase of machine which give evidence of such imperfections.

Send 15 cents for Cabinet Photo of Victor Tricycle.
Send 15 cents for Cabinet Photo of Victor Bicycle.

CYCLING SUNDRIES.

LAMPS.



The O. W. Co. lamps lead the market in point of value. All have very deep reflectors—not ruined by a hole in the middle, cut glass front, and screw wick holders. They show a white light ahead, green light to starboard, red light to port, and two red lights astern; are made almost wholly with rivets, and will not melt to pieces as soldered lamps do.

All hub lamps have metal bearings to go on axle, doing away with the screw fenders.

Head Light No. 2, enameled,	Price,	$4 50
Head Light No. 2, nickel plated,	"	6 00
Hub Light No. 2, enameled,	"	5 00
Hub Light No. 2, nickel plated,	"	7 00

BOWN'S ÆOLUS BALL PEDALS.

Every bicycler who is riding a wheel with common pedals is looking forward to the time when he can have a pair of these beautiful Æolus Pedals. They are used on all the finest machines. We have made them of the best steel forgings, with the pins larger and tapering, thus greatly lessening the tendency to bend and break. Ends of pedals are of one solid piece, avoiding joints and rivets; furnished with our patent square rubbers. All are nickel plated. Price, complete, $10.00 per pair. (See Figs. 19 and 20.)

ACME BICYCLE STAND.



The Acme Bicycle Stand was invented by Charles Wicksteed of England. We purchased the patent, and since then have added this item to our manufacture for the cycling trade. There is no device which so completely provides for handling the bicycle either side up. It is easy to clean one's machine when inverted on an Acme Bicycle Stand. Every rider should own one.

Price $2.00.

BUFFALO HOME TRAINER.



This machine, for use at home, in gymnasiums, and club-rooms, is the best device of the kind. It is well made, and will be found useful to those who want to keep in training when they cannot go on the road.

Price, complete, $30.

WARWICK'S HOLLOW RIMS.

We are sole American owners of this very valuable invention, and are prepared to supply all sizes, of our own manufacture. Prices furnished on application. For description of these Rims, see pages 5 and 6.

We do not drill Rims where ordered for other wheels than our own.

O. W. CO. OILS.



We put up the best lubricating and lighting oils in our patent spouted cans, which will be found a great convenience and economy in using the oil. These oils are the best made, and we guarantee satisfaction. Our agents are authorized to refund the price where there is any ground for complaint.

Lighting Oil,	Price per quart,	$0 60
Lubricating Oil,	Price per pint,	50

For the trade, securely packed in two dozen cases.

SPOKE WRENCH.



Forged steel, nickel plated. New design, compact, and very effective. Price, 60 cents.

BELLS.

All cast bronze, nickeled. Cast metal has a clearer ring than forged metal.



GONG BELL.

Has a loud, clear ring; strong and nothing to get out of order. Price, $1.25.



STOP BELL.

Silent or rings continuously. The best bell of the kind. Price, $1.50.



SERRELL ALARM BELL.

Can be rung continuously by means of clock work and spring. Price, $2.50.

Overman Wheel Co.

PLUMBAGO.

Dry—to be applied with a brush to the chain, and to be used with an ordinary oiler for other parts of the machine. When a bearing is glossed over with plumbago, it will run a long time without attention. It should be used in bearings with oil. Tricycle chains should have no other lubricant. Price, per can of one-half pound, 50 cents.

VICTOR SPRING TOP OILER.



No cap to lose. Opened and shut instantly. Cap cannot come off. Clean, convenient, handsome. The finest oiler ever offered to the cycle trade.

Brass, nickel-plated. By mail, 25 cents. Discount to the trade.

DUPLEX WHISTLE.



(Patented.)

This whistle (cut full size, chain not shown) is the generally accepted signal for all cyclists and should be always ready. This whistle as made by us has several important improvements. It blows with half the wind required by others. It has a beaded mouth-piece, which enables riders to hold it in their teeth, etc., etc. Nickel-plated, with chain. Highest quality made. Price, postpaid, 25 cents.

BOWN'S ÆOLUS BALL BEARINGS.

We have purchased this very valuable patent, and are prepared to supply the bearings and pedals in large and small quantities to wheel makers and users. We are the only makers of this bearing in the United States, and confidently present it as the only perfect ball bearing made. It is impossible to make an adjustable bearing without using this patent, as it covers broadly the method of side adjustment. Any attempt at an adjustment from the bottom is worse than nothing, as it throws the true circle of the bearing groove into an ellipse. A ring of balls can only be adjusted by a beveled surface moved laterally.

TOOL BAGS.

NO. 3.



NO. 4.



Tool Bag No. 3.—A very durable bag. Price, $1.50.

Tool Bag No. 4.—Neat appearance, with blocked front of one piece leather. Price, $1.50.

Overman Wheel Co.

VICTOR SWING SADDLE.

The swing saddle is the latest thing in a combined saddle and spring. Has a fore and aft motion, thus removing a common source of "headers." This saddle has the great advantage of being readily removed, by displacing the leather seat, which is done by unhooking it at the front. When the leather stretches the spring can be placed farther back, thus compensating for the sagging. A large wheel can be ridden with this saddle, as the rider sits very low over the backbone. The skirts are made long to act as leg guards, and to protect the trousers from the mud thrown by the wheel. This gives a clear way under the fork, with nothing to gather dirt. Price, nickel-plated, with clips for attaching, $6.00. (See Figs. 5 and 6.) Patented in United States and England.



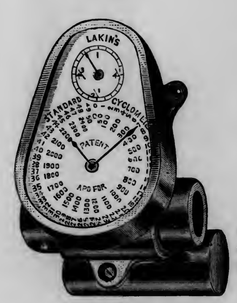
SHOULDER BAG.

This will be found very convenient for carrying lunches and small packages. Price, $2.00.

HANDY HOOKS.

Handy Hooks have become a great convenience to riders, for holding trousers in place, as a substitute for leggins. They are in great demand in this country and in Europe. Each pair mounted on black card, as shown in the cut. By mail, 10 cents.





LAKIN'S CYCLOMETER.

It is on the principle of the endless screw and must be correct. It has stood the test well and can be recommended as reliable. Price, all sizes, $10.00.

Overman Wheel Co.

SCREW DRIVER.

Forged steel, hardened. No tool bag is complete without it. Price, by mail, 25 cents.





POCKET WRENCH.

The Billings and Spencer "Yankee Wrench" is favorably known on two continents, and has a reputation for strength and compactness. Opens one inch, and is a solid steel forging. By mail, four-inch blued steel, 75 cents; nickeled, $1.00. Larger sizes in stock.

RUBBER CEMENT.



For mending tires, one ounce bottle, 25 cents.

POINTS AND JOINTS.

One piece of metal is always stronger and stiffer than two pieces. It is an art in cycle making to throw out a piece—to make a machine with the smallest number of pieces.

Joints should be watched both before and after buying. If a joint is not made *adjustable for wear*, it is a trap, and will soon rattle and shake.

Light machines are good to a certain point. The question, however, is not entirely one of weight.

It takes *steel* to make cycles. We are in the wheel business, and we have come to stay. We want to give good value to riders, and thus insure their help to *sell wheels*. We propose to have a helper in every rider of our cycles.

We invite riders to write us for information. It will be cheerfully given.

Overman Wheel Co.

PRICE LIST.

Victor Bicycle, 48-inch,	$122 50
Victor Bicycle, 50-inch,	125 00
Victor Bicycle, 52-inch,	127 50
Victor Bicycle, 54-inch,	130 00
Victor Bicycle, 56-inch,	132 50
Victor Bicycle, 58-inch,	135 00
Victor Bicycle, 60-inch,	137 50
Victor Tricycle,	125 00
O. W. Co. Head Lamp, No. 2, black,	4 50
O. W. Co. Head Lamp, No. 2, nickeled,	6 00
O. W. Co. Hub Lamp, No. 2, black,	5 00
O. W. Co. Hub Lamp, No. 2, nickeled,	7 00
Bown's Æolus Ball Pedals, nickeled, with square rubbers,	10 00
Bown's Æolus Steel Balls,	10
Victor Baby Seat,	5 00
Victor Luggage Carrier,	2 00
Duplex Whistle, with mouth-piece and chain,	25
Spoke Wrench (for direct spokes), steel, nickeled,	60
Nipple Grip, for tangent spokes,	75
B. & S. Wrench, blue,	75
B. & S. Wrench, nickeled,	1 00
Gong Bell, nickeled,	1 25
Stop Bell, nickeled,	1 50
Serrell Bell, nickeled,	2 50
Hill & Tolman Bell,	3 00
Victor Swing Saddle and Spring, nickeled,	6 00
Screw Driver, forged steel, hardened,	25
Tool Bag, No. 3,	1 50
Tool Bag, No. 4,	1 50
Shoulder Bag,	2 00
Handy Hooks (on cards), per pair,	10
Spring-Top Oiler, brass, nickeled,	25
Leather Case for spring-top oiler,	50
Pocket Oiler, with safety cap,	20
Cement for tires, per pound,	1 00
Cement, per stick, 2 ounces,	25
Rubber Cement, for mending tires, 1 ounce bottle,	25
O. W. Co. Lubricating Oil, patent spouted cans, per pint,	50
O. W. Co. Lighting Oil, patent spouted cans, per quart,	60
Acme Bicycle Stand,	2 00
Plumbago, dry, half pound,	50
Cabinet Photo of Victor Bicycle,	15

Warwick Hollow Rims, prices on application.

Overman Wheel Co.

TESTIMONIALS.

We have ridden many different bicycles, but we have never had one that was equal to the Victor. The light weight, great strength of the backbone and forks, and the rigidity of the wheels make it the machine *par excellence*. We consider the method of fixing the tires so that they never become loose, the easy riding suspension saddle, and the ball pedals, are each of them sufficient to decide any one in purchasing a machine.

Yours respectfully,

D. PIIKOI,
A. C. CALKINS, J. K. PIIKOI,
T. F. CUMMINS, E. A. PIIKOI.

This is from "Prince David" Kawananakoa of the Sandwich Islands. The last two are his brothers.

Mr. Blake has asked me to write you of my experience with the Victor last year. It pleased me very much, and I shall ride it again this year. B. B. AYERS, CHICAGO, ILL.

I have ridden bicycles on the road for over four years, and during that time have ridden all the principal makes. I must say I have never ridden a machine equal to the Victor for ease of running and various features which go to make a perfect bi.

GEO. M. HENDEE, NEW HAVEN, CONN.

A trial of your Victor bicycle convinces me that you have in it a superior machine. The remarkable ease with which it runs is a constant source of surprise. There is a certain flexible stiffness (if such a misnomer is allowable in descriptive language) in riding cobble pavements, gutters, and rough places, which I have not found in other machines I have ridden. This not only gives comfort to the rider, but indicates durability in the machine. This quality, and the firm bearing given by your square rubber pedals, rob rough riding of much of its disagreeableness, and add much to the rider's safety.

Wishing you the success your efforts deserve, I remain,

Yours respectfully, J. A. CHASE,
Pres. Pawtucket Bicycle Club, PAWTUCKET, R. I.

The 56-inch Victor bicycle just arrived in good condition. I've run 250 miles on the 54-inch, half of it at least on the roughest of our cobble-stone pavements, and I've yet to find the first part or joint to need tightening up, or adjustment. I've never given it any oil except a few drops every 100 miles, and it didn't seem to need it then. The bicycle seems very near perfection. The handles, saddle, and pedals are just where they are wanted. Can ride muddy roads and get less mud on pants with your new saddle than with any other yet tried.

ABRAM G. POWELL, PHILADELPHIA, PA.

In riding your Victor bicycle 233½ miles in 23 hours and 51 minutes (total time including all stops), I am convinced that it is the *easiest running bicycle* I have ever ridden.

ALFRED A. MCCURDY, LYNN, MASS.

Overman Wheel Co.

I have just arrived in Boston, riding from St. Louis on a 48-inch Victor bicycle, 1,354 miles, over rough roads and in wet weather. The machine has stood the trip excellently well, and has needed no repairs. The saddle on the Victor is one of the finest I have ever ridden. My experience with the machine has made me a firmer friend of the Victor than ever. GEO. W. BAKER.

During the past season I have ridden a 56-inch Victor bicycle, enameled finish, and am entirely satisfied with the service it has given me. Although my friends accuse me of being the hardest man on a wheel in Chicago, my wheel runs to-day as easily as when purchased, and that after some pretty severe work in the country, where I found it as staunch as could be desired.

HENRY B. HAYWOOD, *Chicago Bicycle Club*, CHICAGO, ILL.

The Victor bicycle is the lightest running and easiest hill climber I ever mounted. The saddle I like better and better each day I ride it. W. C. MARSH, SPRINGFIELD, MASS.

I have ridden the Victor bicycle almost daily this summer; a distance of 2,500 miles; and would say that I think it is the best machine in the market. I have ridden this distance without spending one cent for repairs. W. S. WRIGHT,
Captain Bristol Bicycle Club,

I have lately been riding a —— ——, but when I mounted the new Victor, why, it took my breath away. It "takes the cake" here. I shall attend the Meet of the Iowa State Division of the League of American Wheelmen, *i. e.*, an officers' meeting, and shall take my Victor along to astonish the natives and open their eyes. I shall do all I can to help the sale of it.

WALSTEIN SEYMOUR, DES MOINES, IA.

I could not do without my tricycle. No ordinary amount of money would buy it if I could not replace it. MISS H. ADAMS, PALMYRA, N. Y.

After riding my 58-inch Victor about thirteen hundred miles, during which I received some pretty hard knocks, I am much pleased with its behavior. The accuracy of the workmanship, and fit of the various parts, are admirable. Only the very best material could withstand the racket it has had. The exercise of wheeling is so invigorating that I could ill afford to spare my wheel even for a few days. A. B. HILL, *City Engineer*, NEW HAVEN, CONN.

I must congratulate you upon the success of your Victor bicycle, which I have given a thorough trial this season. Having ridden most of the prominent makes of English machines, I find that the Victor is equal to them all, and vastly superior in many points, foremost among which are your compressed tires, square rubber pedals, and swing saddle. The nickeling has far exceeded my expectations, retaining its luster as when new. For a roadster it appears to be perfect, and in coasting I have failed to find its equal. WM. J. HALL, 11 Mt. Vernon st., BOSTON, MASS.

Mr. R. H. James, one of the Buffalo Bicycle Club, and a man who has had a deal of wheeling experience, after riding his Victor bicycle 206 miles in 29 hours, including all stops, says of his machine: "I have ridden my 54-inch Victor 2,400 miles since June 14th, including several century runs. It has cost me nothing for repairs. I am more than satisfied with it."

I am more than satisfied with my machine. I. J. KUSEL, SPRINGFIELD, ILL.

Allow me to state, as a mechanic and practical wheelman, that the Victor excels all other roadsters. CHAS. BECKMAN, SALAMANCA, N. Y.

Overman Wheel Co.

The opinion of your wheel in this place is that it is the easiest running wheel made.

HAROLD SERRELL, PLAINFIELD, N. J.

I can frankly say the Victor is the best wheel I ever rode. A. P. DUNN, ALBANY, N. Y.

After subjecting my 56-inch Victor bicycle to the most rigid tests this season, I am more than pleased to say that hills have lost their terror to me, and wheeling has a far greater charm since I adopted the Victor as my steed. The Victor swing saddle is simply perfection. The square rubber ball pedals *never* cause the feet to slip when taking a bad hill. A spoke wrench is absolutely superfluous, as the Victor spokes *cannot possibly turn loose*, nor *rattle*. The same is true of the handle-bars, and the Victor compressed tires eclipse by far the other method in use on rival wheels. I defy any one to pull my tire out of place with the hand only, and a wheelman with nothing but two good glass eyes can see, or rather feel, that on any half decent road the Victor is *perfectly noiseless*, a fact of no small importance, and Bown's Æolus ball bearings all around cap the climax. Trusting that the Victor will have the large sale that it so fully merits, I lay my pen aside to vault into the saddle for a moonlight spin on the "King of the road," the Overman Wheel Company's Victor bicycle. W. A. GILMAN, WATERVILLE, ME.

I purchased a 56-inch machine of the Victor make through Mr. Voorhees, one of your agents, and wish you to know how thoroughly pleased I am with it. I have ridden other machines, and I must say that none of them compares with your machine in easy running.

CRAIG R. GUERIN, MORRISTOWN, N. J.

Your Victor wheel is all one can ask for, and runs very easy.

W. D. CHANDLER, CHEYENNE, WY. TER.

I bought my machine of Mr. Horsman, in New York, and have had a good many very pleasant rides on it. I think it is simply immense, and will not fail to recommend it to all my friends.

FRANK L. C. MARTIN, PLAINFIELD, N. J.

I am highly pleased with the ease in riding the Victor; I think it comes close to being a perfect bicycle. I have ridden several other makes, but have now decided in favor of this.

CLARENCE B. DANN, NEW HAVEN, CT.

I just got my Victor the other day, but feel as if I had had it six months, so quickly did I get used to it. It is the finest bicycle I ever used.

GEO. D. MCBIERNY, 1736 Prairie av., CHICAGO, ILL.

Your Victor swing saddle is without a doubt the most perfect saddle made for ease and comfort over rough roads. It leaves nothing to be desired, and I have tried a great many different kinds of saddles and springs without entire satisfaction until I rode your Victor.

W. C. FRANCISCUS, LOCK HAVEN, PA.

Men that have ridden for years are discarding their wheels, and straining themselves to get a Victor. ROBT. C. WOODWORTH, LOS ANGELES, CAL.

Two members of our club ride Victor wheels, and they go ahead in coasting, which won't do.

J. M. MCFADDEN, NEW YORK CITY.

Overman Wheel Co.

I cannot speak too highly of the Victor tricycle. Mine is in daily comparison and competition with various American and English tricycles, and for smoothness of running, durability, speed, and in fact all the points that commend a tricycle, it excels. Of other machines, I find that some rattle intolerably; others buckle at the slightest provocation; some won't climb a hill "worth a cent"; and in others the tires come off, or the ball-bearing adjustment gets loose. The Victor has none of these bad qualities. It is the best looking and smoothest running machine that enters Prospect Park. It has so far cost me nothing to keep it in repair. The blessing of having a *firm tire* is *great*. Before I began to ride I suffered terribly from sick headaches, having them twice a month on an average. Now I never have them when I ride, say, twice or three times a week. My oldest boy (16) will never be happy until he has a Victor bicycle, and I shall order one as soon as I can afford to do so. Command me for anything I can do for you.

A. H. ANGELL, Editor *Brooklyn Union*, BROOKLYN, N. Y.

I find the tricycle gives me less fatigue than walking, and travels a good deal more rapidly.

J. A. BAUMAN, 306 N. 9th St., ALLENTOWN, PA.

In March last I bought of you a Victor bicycle, No. 52, probably the first sent South. I have ridden it more than 1,500 miles, equivalent (in wear and tear of machine) to 15,000 miles of the dandy roads I saw in Boston suburbs this summer, and can truthfully say that I have seen no other make for which I would exchange it. O. C. WHITE, MEMPHIS, TENN.

Since April 27th I have ridden 2,063½ miles, with what results you already know. I am certainly in love with my wheel, and feel as much at home on it as I do on the ground.

CHAS. J. SCHERER, MEMPHIS, TENN.

You say you hope I will like my Victor bicycle. In reply I would say that in my opinion it truly is a *victor* over any I ever owned, and I like it first-class. I think it is a strong, easy running, rigid machine, finished in a (to my eye) neat, and (as far as my love of rubbing and polishing goes) sensible style. G. M. GREGG, Kennett Square, CHESTER CO., PA.

I can speak well of the machine, having ridden from Kansas City to Olathe, Kas., in 2 hours and 10 minutes, a distance of 26 miles, and climbed hills which I could not touch on my last machine. HENRY ASHCROFT, Room 73 Commercial Block, KANSAS CITY, MO.

I have found the Victor a staunch, reliable wheel, and well adapted for our rough and hilly roads; a good coaster, and a capital hill climber; and I consider it in many ways superior to the former makes I have ridden. LINDELL GORDON, *Capt. St. Louis Ramblers.*

Your Victor bicycle is all I ask of any machine, including strength and durability; and as for easy running, I don't think there is anything to compare with it. EUSTIS PRATT,
Care Simons, Hatch & Whitten, 1 Winthrop Square, BOSTON.

I have had a Victor wheel about six months, and am well pleased with it.

J. S. HAINES, CONNELLSVILLE, PA.

I have ridden nearly 1,500 miles since the 15th of last May on a 56-inch Victor, and the machine to all appearances is in as good condition as the day I received it. It is stiff, staunch, and *very* easy running. V. L. NETTLETON, COLDWATER, MICH.

Overman Wheel Co.

I have given my Victor a thorough trial, and declare unhesitatingly that it is perfection itself.
ADELBERT A. BRYSON, Fall River, Mass.

My 46-inch Victor still continues to coast away from everything. It certainly has the most remarkable proclivities for coasting of any wheel I have ever seen.
ARTHUR YOUNG, St. Louis, Mo.

During the past season I have ridden more hills, more sand, and more rough going than ever before, but it has been the first season which I have ever passed through without taking a header.
LEWIS C. TRAVERS, So. Gardner, Mass.

Having handled bicycles of nearly every make and description, I find the Victor a superior machine, the workmanship as to the fitting of the different parts, the general construction and finish being excellent, which fact facilitates any needed repairing very much. As I had occasion to see the strength of the Victor wheel tested by the most severe accidents, I am safe to say that it seems an impossibility to get it buckled, which fact will be appreciated by those who were ever afflicted by buckled wheels.
C. RODE, Oakland, Cal.

Of all the bicycles, English or American, that I have ridden, the Victor is the lightest running.
A. J. ROSBOROUGH, San Francisco, Cal.

I am pleased to express my perfect satisfaction with the Victor bicycle I purchased of you during the past season. I have given it a thorough test, and take pleasure in pronouncing it a first-class roadster, light, strong, and exceedingly easy running. The tires never become loose, and the ball pedals are the best I have ever seen.
A. H. CRANE.

Having ridden several different bicycles during my experience, and having a knowledge of machinery, I am prepared to say that I consider the Victor has more good points about it than any other bicycle I know of. It is light, rigid, and strong; the tires never get loose, and it is the easiest running machine I have ever used. Being made entirely of steel, and all parts accurately fitted, it is easily repaired in case of accident; the new part fitting its place at once without extra work.
J. W. STANFORD, San Francisco, Cal.

After having subjected my Victor to a good all-around test during the last season, I find it to be in first-class condition, showing as yet no signs of weakness. A severer proof of its durability lies in the fact that I learned to ride on it, and so it had to bear all the unnecessary hard usage which the ignorance and awkwardness of a novice inflict on his first machine. With this strength, it combines easy running, being a superb coaster, and altogether has not fallen one whit short of your guarantee that it was in all respects a first-class, number one wheel.
H. M. WHITNEY, San Francisco, Cal.

I can say of the Victor that it is the stiffest and easiest running machine I ever rode, and if ever I get another bicycle it will be a Victor.
E. G. WHITNEY, 106 Dartmouth St., Boston, Mass.

To all riders of wheels I can cheerfully recommend the Victor. The 54-inch machine I ride runs easier every day: its ball bearings are perfect, it makes no noise, it climbs hills easily, and coasts magnificently; in fact, with its solid handle-bars, it is perfect, every one who has tried it remarking how easily it runs.
P. E. HASLETT, San Francisco, Cal.

Overman Wheel Co.

I have ridden a 52-inch Victor between 2,000 and 3,000 miles, over all sorts of roads, and much of the time at a high speed, having several times during the season made from 150 to 200 miles in one day. It is the strongest, lightest, and easiest running of the many machines I have ridden, and in coasting is far ahead of them all, which is the best test of its running. The backbone and forks are so rigid that they do not twist and bind upon the bearings when the power is put on in hard riding; and the wheels are so strong that the hardest falls (of which the machine has had a number), have failed to damage them, or make them in the slightest degree untrue. With the Victor I can climb hills which were impossible to me with any other machine, and if I were to choose a new machine to-day it would be a 52-inch Victor.
WM. J. BOWMAN, Oakland, Cal.

When I have a good thing and know it, I like to let others know it also, and especially the people that I got it from, from which you will readily perceive that the Victor you sold me has given entire satisfaction, and think it will also have another patron in this section next year. I have ridden many wheels, but for wear and tear, ease and comfort in riding, and a thoroughly good wheel in all points, give me the Victor, or — a horse and buggy.
ASHLAND POAGE, Ashland, Ky.

2,043 miles of riding; two severe headers (either of which would have ruined an ordinary wheel), and yet my last year's Victor is practically as good as new. The only sign of wear is a scar on backbone, caused by the grinding of a buggy wheel which collided with and dragged me several rods. Not even a broken spoke, and, owing to the extreme firmness and elasticity of the tire, it has less cuts than had any other wheel I've ever ridden at one-quarter the distance. I want no other wheel than the Victor.
THEO. ROTHE, Boston, Mass.

Was never better pleased with a wheel than I am with the Victor. I weigh over 180 lbs. and have done some rough riding with the Victor, but the wheels remain as true as they were the day I received it.
CHAS. F. VAIL, Peoria, Ill.

I must say that the Victor is the finest wheel I ever mounted. The roads are very rough and hilly here. I gave it a very severe test all of last season, up hill and down. It is in splendid condition; in fact, as good as new; and I am glad to say that I shall be contented to ride the Victor this season and not be obliged to look for anything new, as in the last three seasons.
W. J. WALTERS, Prospect, N. Y.

I like the Victor very much indeed. Lays right over the ——.
I. F. FOSTER, with Sidney Shepard & Co., Buffalo, N. Y.

We, the undersigned, rode the Victor bicycle all last season, and found it satisfactory in every respect. We recommend wheelmen wanting a good and light running roadster, to buy the Victor.
C. G. WANENMACHER,
J. A. WEBER, Buffalo, N. Y.

We, the undersigned, having used the Victor bicycle during the past year, take great pleasure in recommending it as a strong, durable, and easy running machine for general riding, touring, and hill climbing.
J. F. FOSTER, 217 Delaware ave., S. J. CURTIS, 204 Seneca st.,
F. W. PARSONS, 490 Delaware st., J. T. KYLE, 186 15th st.,
C. S. SIMPSON, 34 Ellicott st., W. K. JACKSON, 319 Main st.,
O. H. P. CHAMPLIN, 405 Prospect ave., Buffalo, N. Y.

WATCH THIS SPACE.

YOU ✲ WILL ✲ FIND ✲ IT

TO

YOUR ✲ ADVANTAGE

TO

Carefully Read Pages 53 and 54

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....$2.00
Six months " 1.00
Three months " ..... .60

Special Club subscription received at $1.00 if sent to headquarters.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 14 MAY, 1886.

INSTRUCT your representatives to vote for good men.

VOTE for those who will be an honor to cycling.

BE sure and come to the League Meet, It will be the record meet.

ONLY two weeks before the League Meet. Have you decided how to vote?

CHAIRMAN BASSETT finds the columns of his paper so crowded, that there is no room for adverse criticism on the L. A. W. Racing Board.

THE *Boston Evening Record* wants the officials who neglect to keep the highways in proper condition, indicted. We second the motion.

WE feel a little modest about saying so, but it is a fact that the BICYCLING WORLD is gaining in circulation and popularity every day.

THE Massachusetts Club's resolution tabooing the "screamer," commends itself to us. We hope other clubs will follow the example set.

THE English cycling papers can make up the biggest kind of a tempest in the smallest of teapots. The fact that Mr. O'Brien, M. P., rode a tricycle on the day of Gladstone's great speech, and managed to upset himself, is now one of the leading topics.

WE regret to announce that Stephen Terry, Esq., declines to run for presidency of the L. A. W. He says in his letter: "I wish to thank you sincerely for the courteous mention of my name in connection with the L. A. W. presidency, in your paper of 7 May; and at the same time to add that I have no aspirations in that direction, and do not wish to be considered a candidate."

WE call attention of our readers this week to the advertisement of the Overman Wheel Company, which is a reproduction of their thirty-two page catalogue. The pluck and energy of this firm are to be commended, and their enterprise, in accomplishing this feat of advertising, worthy of especial editorial notice.

WE regret exceedingly to announce the retirement of Mr. F. W. Weston from the staff of the WORLD. Ill health and private duties compel him to take this step. Mr. Weston feels he cannot do justice to his own affairs and the interests of the paper, and so he has to put us on one side for more important personal matters. Scarcely has he taken the pen in hand to aid us, when he is compelled to lay it down. We are sorry, and we know our readers will be, also.

THE interview published in the Boston *Herald*, with the chairman of the Racing Board is one of the flattest we ever read. Speaking of the action of the N. C. U., he said, "You see they don't work practically. They also go at things in a half-way manner, and too privately. They can't do things as we do here, they are afraid to. The evil is more pronounced there than it is here. With us it is in its infancy."

In the first place the method of both organizations was identical. The mere fact that the N. C. U. kept the names of the suspects from the public, could only strengthen its position, as no one could rise to protest against injustice to individuals or openly defend them. The absurdity of giving as a reason for the N. C. U.'s failure that the evil is more pronounced in England than here, is apparent. To thus argue is to say that the greater the evil of makers' amateurism, the less will be the public disapproval. The Racing Board's mistake, if any, has been the wholesale slaughter of suspected men. The very fact that its action was so sweeping has raised a storm of opposition. It has put all men on an equality. The flagrant transgressor of the rules and the occasional technical law breakers have been treated with equal severity. The treatment was heroic. The proposed attempt to form a new class for the makers' amateurs will not work. Such a scheme is a makeshift. It is the plan of failure. It will never prove a success. No man who is too proud, or for other reasons is not willing to be a professional, is going to parade publicly as the hireling of some dealer. There is one thing we can count upon: the makers themselves will soon solve the question by not employing many racing men. Wm. Read & Sons have taken the first step in this direction by announcing that they will employ no one to ride their wheels.

BELOW we give two sides of a vital question as viewed from different standpoints. Evidently some one is mistaken, or forgetful, perhaps: —

We believe in the League of American Wheelmen, its Racing Board, and all of its rules, except Rule H. . . . Was there ever a more absurd rule adopted by a body of men elected to serve their constituents' interest. — *Wheelmen's Gazette.*

We have always contended that clubs should be allowed to pay the expenses of a favored member. — *Wheelmen's Gazette.*

Among the records of the Racing Board is a vote on the Racing Rules taken in February last. The editor of the *Wheelmen's Gazette* was a member of the Board at that time, and his vote is recorded in favor of Rule H. — *Chairman Racing Board.*

Among those who have been suspended for receiving expenses, there is not a case where the proceedings were instituted because the man allowed his club to pay his expenses. — *Chairman Racing Board.*

To our Hinglish Visitor.

JOHN 'ARRINGTON, my jo John,
You 've come a gude lang way,
From England's merry misty shore,
To make th' Yankees pay.

Ye say ye come to sell ye chimes,
But I will answer, no;
Ye came to help crush out the lads,
John 'Arrington, my jo.

John 'Arrington, my jo John,
Ye 'll taste of Yankee law,
An' ken some things o'cradle springs,
Ye niver ken before.

Now ye maun sail for home, John,
'Tis better for ye so;
Gae over where ye came from,
John 'Arrington, my jo. ROX.

WANTED.— Three or four energetic, pushing young wheelmen for special work (in Boston). Good pay to the right sort. Apply at once to the office of the WORLD, 179 Tremont Street, Room 63.

Booms and Boomlets.

Now is the time for Booms. Nearly every L. A. W. member we meet nowadays is either a candidate himself for the presidency of the L. A. W., or has some friend he is working for. Below, we give the reasons why a few of our leading wheelmen should be elected to that high office, but we suppress the reasons why they should not be.

FIRST, we come to H. E. Ducker, for whom Dr. Kendall is shouting. He should be elected beyond a doubt, because he is energetic, and that is what is needed,—an energetic man. He will make all the race meetings a big success, and see that all the amateurs have their expenses paid, and are given $1,000 prizes. The fact that he is weak on parliamentary law, and hence would not make a good presiding officer has nothing to do with the case. Let the members at the meeting run themselves; they are able to, we are sure. Mr. Ducker is a literary gentleman and edits a real good paper. He rides and he looks like Louis Napoleon. He don't like the WORLD, and is not in love with the Racing Board. He believes in bands and parades, the Springfield Club, and Ducker. Vote for him, work for him, and elect him. He will have part of our vote. (Mem. This is good for a dressing down in the next *Wheelman's Gazette.*)

NUMBER TWO is N. M. Beckwith. He is president of the League now, and ought to be elected again, so as to make him a third termer. He is a large, good-natured, good-looking gentleman and will marshal the parade with credit to all. He is a fair presiding officer, but a trifle inclined to make rulings as he is told. He has not done much for the League; but, then, we don't want too much activity among League officers, it is dangerous. We want him elected, and so we ask every one to vote for him, and if he gets it we shall expect some position where we can make an honest dollar or two. A fraction of our vote is for Beckwith.

THIRD. This is a very little boomlet, but it makes lots of noise. W. W. Stall stands before us as a candidate. We want him because he will personally protect all League members from assault, and if elected, will give all who vote for him a "screamer." He would preside with dignity and force, and would promptly squelch any one who objected to his rulings. We shall vote for "Stall and Screamers." Mr. Stall's ad. will be found on another page.

FOURTH. We present the name of J. G. Dalton, ycleped "Junius." This boom is a trifle ancient, but there is life and fire in it yet. He was the first man to ride a modern bicycle in this country, (we believe?) and so should be elected, He will make all his speeches in verses of the "Dalt Wheelman" school, and as no one will understand him, it will be a great card in his favor, as it saves all mental strain. He will find fault and "want to know" everything. Especially will he want to know why the worthy secretary-editor does not present his report of the financial condition of the League. If elected, he will present every member of the League with a copy of "Sixty poets on the wheel." Our motto is "Dalton or Death."

FIFTH. We have room for one more this week, that bright Western gentleman, Burley B. Ayers. We *want* him badly, because he will grant us free passes over all the railroads in the country, and will endorse drafts, not exceeding in amount $100, for any wheelman. This $100 business catches our vote. It is "Ayers or Anarchy."

WE have other names for the kind consideration of our readers next week.

Advertisers, Pay Attention.

THE BICYCLING WORLD will get out a specially large edition 28 May. No better medium for advertising among cyclists can be found. This edition will not only contain the usual amount of news and reading matter, but much will be added to make it a paper that will be sought after and kept.

WE are pleased to announce that Dr. W. G. Kendall has accepted the position of marshal of the Eastern Division of the L. A. W. Touring Board. Burley B. Ayers got the right man in this department, sure.

We are told

THAT the latest name for wheelmen adopted by Chicago Hoodlums is "Bi-Kicker."

* * *

THAT Furnival says he only had four days training before his defeat at the hands of Speechly.

* * *

THAT, to offset this remark, Speechly claims he had but recently recovered from a sickness. It behooves the racing man to have a good stock of "whys and wherefores."

* * *

THAT there are now five men in Birmingham in training for cycle racing, who are in the hands of bookmakers, and will run during the ensuing season, to suit the harpies' books.

* * *

THAT Librarian D. W. Colbath, of the Massachusetts club, is doing great work in collecting a cycling library for his club.

* * *

THAT the Massachusetts club deserves the thanks of wheelmen on their action "officially" vs. the "screamer" nuisance.

* * *

THAT there is a surprise in order for the cyclists of this country.

* * *

THAT the Springfield club will take some vigorous steps now that the Racing Board has refused to make specific charges against Hendee, McGarrett and Westevelt.

* * *

THAT a bill in equity, to restrain the Racing Board from interfering with their racing as amateurs, is talked of.

* * *

THAT if any steps involving legal expenses were commenced resignations would be in order.

* * *

THAT the Racing Board reserves the right to reject any or all entries to the national championship.

* * *

THAT the Corey Hill climbing contest and the Home trainer races will be great features at the coming L. A. W. Meet.

* * *

THAT the intense anxiety shown by some of our lively Western exchanges that the Meet in Boston will prove a failure is entirely unnecessary.

* * *

THAT the Cambridge Club will show up strong in the League parade.

* * *

THAT Wm. Read & Son will have no more to do with engaging men to ride their wheels. Next!

* * *

THAT they "scrub" the pavements in Chicago every morning.

THAT probably St. Louis will now claim that they scrub and holystone them *twice* a day.

* * *

THAT Webber's prizes won at Clarksville amounted to nearly $400 in value.

* * *

THAT Stall has invented a new kind of handle bar ycleped "ram's horn."

* * *

THAT the most certain way to make Bassett "sit up" is to simply mention the name of that most estimable lady, "Daisie."

* * *

THAT Neilson stock in the betting has gone up since Prince has determined to go into a six-day contest.

* * *

THAT "L. A. W. Marshal" Kendall will institute Sunday runs to different points of interest around Boston. Watch our fixtures for particulars.

* * *

THAT men who think the Boston Meet will not go ahead of all previous efforts, will miss it if they don't come on to the Hub.

* * *

THAT the best previous record for the circuit of the lower basin of the Reservoir is 3.23 by Burnham, the "wide-awake" cycling editor of the *Globe* to the contrary, notwithstanding.

* * *

THAT Burnham claims the time as 3.15, but it needs verification.

* * *

THAT our readers and advertisers want to keep the fact of the WORLD'S L. A. W. edition constantly in their minds, and act accordingly.

* * *

THAT Mayor Harrison of Chicago rides a bicycle.

* * *

THAT Fred Von Meerbeke took two months to go from New York to New Orleans, and that he lost twelve days on account of high water and bad weather.

* * *

THAT Lees thinks that he can do twenty-one miles within the hour on the Springfield track.

* * *

THAT Kansas City is to have a race track boom.

* * *

THAT a good Western man is wanted to put in the field for the Presidency.

* * *

THAT Beckwith is good enough for the East, if he will only consent to run.

* * *

THAT the *American Wheelman* is down on Rule H, and that they don't want Ducker for president.

THAT the same paper is naturally proud at the success of the road race held under its auspices.

* * *

THAT the Boston Club Restaurant will be reopened during the days of the Meet, so that members can entertain visiting wheelmen.

* * *

THAT the Cincinnati wheelmen are striving to establish a cycling camp near that city on Little or Big Miami River; and

* * *

THAT the plan embraces the idea of permanency where the rider can indulge in trap shooting, base-ball, bathing, and boating.

* * *

THAT Kluge is visiting the old folks at home in Chicago, and is receiving the congratulations of his admirers on the good show he made at Clarksville.

* * *

THAT "English" Webber has just got up from a sick bed, where he has been confined by a severe attack of scarlet fever.

* * *

THAT Fred Wood, the well-known English pro., met with a nasty fall lately while riding a tandem. Cause, collision with a party by the name of Oxborough, who was on a safety.

* * *

THAT Chicopee claims the proud distinction of having some reckless riders as well as other places. One young man capped the climax lately by taking a header into the rear of an express wagon, and a little while later a horse went dashing down Exchange street at a break-neck speed from undue intimacy with a bicycle.

* * *

THAT Munger refused to start after the flyers at the Clarksville race, although the *American Wheelman* offered him a handsome prize if he beat the regular contestants.

* * *

THAT it is suggested the N. C. U. rule to limit the value of prizes to $50 in all open events, and other than club races, may be dodged by the Englishmen by making the entering party a member of the club giving the race.

* * *

THAT Sanders Sellers and not Englehart was the enraged suspend who tore up his "Registered Letter" and returned the fragments to Mr. Todd.

* * *

THAT Adam Forepaugh advertises an elephant as riding a tricycle, "little" polo cap and all.

* * *

THAT hill-climbing contests are now the rage on the Pacific slope, and that the Presidio Hill of San Francisco lays claim to being as tough as Corey any day in the week.

THAT the San Francisco Club have raised their dues and are pulling in new members all the time.

* * *

THAT W. W. Stall will exhibit at the Boston show a ladies' tricycle weighing less than 50 pounds, of his own manufacture.

* * *

THAT the old veteran has been doing something besides selling screamers and is likely to soon figure prominently as an American maker.

* * *

THAT Mr. Wetherell of the Boston Club rides into Boston from Winchester (some 13 miles) two or three times a week.

* * *

THAT "Pedal's" poetic contributions are thoroughly appreciated and enjoyed by our readers.

* * *

THAT Boston is wide-a-wake now and that the arrangements for the League Meet are practically completed.

* * *

THAT some very prominent men will be boomed next week for the presidency.

* * *

THAT Elizabeth (N. J.) wheelmen are to be in Boston in good force May 27–31.

* * *

THAT Mr. Caldwell of the Elizabeth Wheelmen Club, holds the April road-riding record, having pedaled 500 miles during last month.

Chicago

Is in a quiescent state at the present writing and there is nothing of particular moment to be chronicled. The Chicago club, while riding a good deal individually, are doing little in the way of club runs, and probably will not until the season is farther advanced; though, for that matter, we are having delightful weather for the most part. The Owl club is on the alert, with eyes wide open, and is fishing right sharp for recruits, which, I am happy to say, they are successful in acquiring. The Dearborn club have had one poorly attended run to Pullman, and with that you have the club news in its totality.

BUT there is plenty of news as regards the strikers and rioters, and a few days since the Cycling Dude was greeted with tomato cans and derisive howls on the part of the workman's offspring, especially on the west side, where the Anarchists held their picnic the other night. We did not have to call on the police for protection, however, though the influence of our valiant bluecoats had overawed the precocious urchin, and we are now able to ride without a constant expectancy of finding a broomstick between the spokes. The St. Nicholas Toy Co. have been compelled to shut down, as has the Western Toy Co. Gormully & Jeffery have been running ten hours all the week un-

til Friday, when the eight-hour-rule was temporarily adopted, only to come back to ten hours again on Monday.

ONE of the saddest tragedies in the history of cycling in this country happened to the Ribolla family on the 2d inst. Mr. Ribolla is an Italian, and of excitable temperament, and becoming involved in a dispute with a neighbor's coachman, he hastily procured a revolver and proceeded to fire on the coachman. The report brought his two sons, Felix and Stephen, both very popular members of the Chicago club, to the spot, and in their effort to separate the disputants, the revolver was accidentally discharged, mortally wounding Felix. It is said that the old gentleman, when he saw what he had done, stooped and kissed his boy and going into the house, deliberately shot and killed himself. Felix lingered until the afternoon of 4 May, when he breathed his last. A number of the Chicago club were present at the funeral, and their offering was a wheel of flowers. The Owl club passed appropriate resolutions. The family have the profound sympathy of all who were acquainted with them.

THE latest aspirants to professional bicycling honors can be found in the persons of Bob Ehlut, champion roller skater of the North West, and Snowden, the well-known fast skater, both of whom have purchased American Champions.

"THE Minor" is a little off when it attributes the WORLD'S remarks on the election to Abbot Bassett. "What queer things we see" sometimes in posted cycling editors.

J.M. MORRIS, a well known St. Louis wheelman, and in the secret service, has been here all the week. His business is connected with the strikes.

PHILO.

WE hear that President Beckwith will probably announce in the next *Bulletin*, the names of men he has appointed to fill the complement of representation each State is entitled to and was deprived of by the mistake of the secretary editor. Mr. Ducker has advised that these names be taken from the tickets nominated by the different clubs as printed.

Clerical Tour, 1886.

THE programme of the clerical tour is a most elaborate affair. The time of start is fixed on 3 August, and will be from the Citizens' Club House, No. 313 W. 50th street, New York. Yonkers will be reached the first day, and on 4 August they will ride to Tarrytown and take the day boat for Newburgh. Crossing to the east bank of the river, they will fetch Poughkeepsie for the night. 5 August they will ride to Hudson, *via* Rhinebeck. 6 August will be spent on the road, visiting the Shaker settlement at Mount Lebanon. The night will be spent at Lebanon Springs. 7 August, a short ride to Albany, and the rest of the day viewing the sights and visiting the famous capitol. Sunday the 8th will be spent in Albany, and the tourists will attend church in cyclist's garb. 9 August, away through Troy, Mechanicsville and Round Lake camp ground to Saratoga. 10 August, on the road to Amsterdam. The tour will wind up at Cobbleskill on 14 August, with a visit to the celebrated Howe's Cave. The party will be limited to twenty-five, and all who desire to take the trip, should send in their names at once to Rev. Sylvanus Stall, Lancaster, Pa.

A Bicycle Fraud.

SUCH is the heading of a circular received from Burley B. Ayers, which contains the following history of how he was victimized. During the forenoon of 8 April, an individual called on Mr. Ayers at his office in Chicago, presented what appeared to be an authentic letter from a Mr. Moodie of Hamilton, Ont., a friend of Mr. Ayers. The party presenting it was a very gentlemanly appearing person, of strongly marked English bearing and dress, and also accent. He is quite heavy in appearance, weighing about 185 or 195 pounds, Of full, smooth face, gray eyes, and on above occasion dressed in a yellowish suit of clothes and derby hat. "Col. Paul Methuen of the English Army" (that was the name the individual sported) stated to Mr. Ayers that he desired to tour through part of the State on a tricycle, and desired information. Mr. Ayers did the polite and gave him all the points he could. As the "Colonel" desired identification at the bank, "to cash a draft, you know," Mr. Ayers kindly took him to the Illinois Trust and Savings Inst. and introduced him to the teller, Mr. S. A. Ribolla. The "Colonel" made a sight draft on a Toronto Bank which was at once endorsed by Mr. Ayers and the money handed over to the sharp. The draft was returned with "no acct" stamped on it, and further inquiry led to the discovery that Mr. Moodie did not know of any such person as Col. Paul Methuen and had never given him a letter of introduction. Mr. Ayers sends out the circular to caution cyclists against the fraud.

WANTED. — Three or four energetic, pushing young wheelmen for special work (in Boston). Good pay to the right sort. Apply at once to the office of the WORLD, 179 Tremont Street, Room 63.

A Correction.

SOME two or three weeks ago, a young man by the name of Wall fell from a dwarf bicycle, and sustained a compound fracture of his arm. It having been noised about that the unfortunate young man was riding a Rover safety, Mr. Underwood writes us to say that Mr. Wall was not mounted on a Rover.

Philadelphia.

COME now, Jim, come off! Who said anything against the Quadrant? The Quadrant is all right, and you were doubtless correct in sending a heavy one to Philadelphia, for we have some bad roads, and an eighty-pound tricycle is not too heavy for them. I notice that the Quadrant is catalogued at sixty-seven pounds, but I am willing to bet that no tricycle made, that *actually* weighs less than seventy pounds will stand my riding six months; and I only weigh one hundred and forty-five pounds. Philadelphia roads differ from those of Boston.

SO the Victor is out of jail at last; well, I for one am extremely glad of it, and I shall repair forthwith to the shop of my friend of the long legs and scriptural surname, and help to worry him until he gets one to show me. Was in there only yesterday, and saw one of the New Rapid machines, and I must say that it is a hard bicycle to beat; the wheel I expected to find rigid, but I did not expect to see a machine that, weighing no more than last year's Victor, if as much, you can swing a one hundred and fifty pound weight on the handle without the slightest perceptible give to either forks or bars. It is a grand piece of workmanship and finish.

THE May "Outing" has appeared here, containing our old friend Pennell's article on the Stanley Show. I like Pennell, despite his many peculiarities, and his article is a good one; but there is one remark of his at which I feel it my duty to "kick" like a small mule. He says, "People who are unfortunate enough to live where the roads are so bad as to require a two-track tricycle had better not ride," or words to that effect. Now, Joseph, that is really very unkind to the city fathers; we have but one decent road in the county, and yet you would exclude us from the tricycle entirely. My own experience with a two-track has proven that a really good one is a mount not to be sneered at even by a bicyclist, and I should be willing, even in my old age, to allow Joseph to resurrect the old white, cross between a hearse and a hose carriage, that he used to call a bicycle, and I will take the two-track and give him a start and a beating over any roads. And I am not a "suspect" either.

SPEAKING of Pennell reminds me of his, and I hope my, good friends down Washington way. The Capital Club in it's earlier days, knew Pennell at his best, or worst, and to many of its members the recollection of the "Hearse" will call up reminiscences of jolly runs in its owner's company. On the day the next WORLD is issued, the annual wheel around the capital in celebration of the birthday of the oldest wheeling inhabitant, Mr. H. S. Owen, will be given, and the usual jollifications may be expected. "Bert," of course, will lead the run, and it is a good steed and a better rider that manages to keep right side up all the way.

DON CÆSAR.

RUDGE LIGHT ROADSTER.

Manufactured by RUDGE & CO., Coventry, England, and Imported by STODDARD, LOVERING & CO.

152 to 158 Congress Street - - BOSTON, MASS.



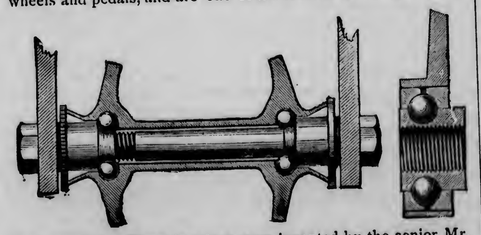
AMONG the various makes of bicycles which are sold in this country, probably none are more popular than the justly celebrated Rudge Light Roadster, manufactured by the great firm of Rudge & Co. of Coventry, Eng.

The Rudge Light Roadster, so called, is simply the Solid Rudge Roadster of England; but it is called the Light Roadster to designate it from several much heavier machines which are manufactured here or are imported.

Since the introduction of this machine into this country, some four years ago, its career has been unequalled, it might be said almost unparallelled, and no machine among the old and experienced riders, as well as new beginners, has a higher reputation than the Rudge.

A glance at its construction for 1886 will show its specialties.

The **Bearings** are Rudge's unequalled ball bearings to both wheels and pedals, and are one of the features which have made



it so popular. These bearings were invented by the senior Mr. Rudge some eight years ago, and no machine left the establishment until he personally adjusted them. Many manufacturers and makers have tried to improve on them, but without success; and they are copied to a more or less extent all over the globe; and so great is their popularity that many makers of other machines are forced to use them, They are perfectly adjustable and dust proof, and set on a single row of case-hardened surfaces which reduces the friction to a minimum.



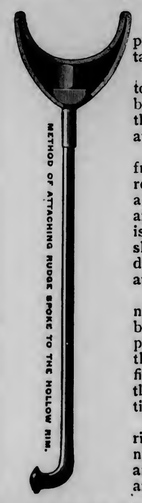


Messrs. Rudge & Co. have two very large factories entirely devoted to the manufacture of bearings, and their easy running qualities are explained by the fact that in one of their bearing shops an axle some fifty feet long extends from one side of a large room to the other, and on this are attached some hundreds of pairs of Rudge bearings. When the machinery is set in motion, it turns them many thousand times a minute, and before the Rudge bearings are attached to the bicycle, they have already been run more miles than any rider will use them afterwards.

The **Felloes** are Warwick's hollow pattern, which consists of one piece of steel tubing rolled and pressed into proper shape, making them very strong, and doing away with the objectionable brazing at the side. It is worthy of note that of the many thousand Rudges sent out, not one felloe has buckled that

RUDGE LIGHT ROADSTER, Continued.

could be traced to the fault of the machine; and its strength will be realized when it is said that it will bear a person's weight without yielding, even before a single spoke has been put in.



The **Spokes** are of the single tangential pattern, and possess the following advantages: —

First. The tendency of the tangential spoke to snap at the rim is obviated by securing them by a concealed lock nut and washer, making them practically butt-ended, and doubly strong at this point.

Second. Instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub, and are firmly riveted on the inside after passing through it. The spoke is thus single, and by being made slightly heavier at the hub, the tendency of snapping is entirely done away with.

The system of crossing is also a new one, and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place; consequently a rattle is impossible, and wiring entirely unnecessary.

Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true, and prevents any possibility of buckling by ordinary use.

The **Forks** are very full, elliptical in shape, being hollow to the front wheel, combining great strength and lightness. The backbone is round, being fitted with a pair of very strong semi-tubular rear forks, and following the wheel in a very graceful manner.

The **Handle Bars**, one of the most important parts of a bicycle, are of the curved pattern, slightly dropped at the ends.



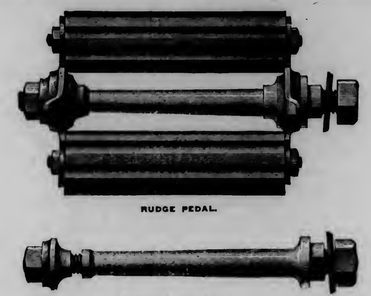
RUDGE HANDLE BAR.

Although its American agents, Messrs. Stoddard, Lovering & Co., have often been asked why they did not adopt the detachable bar, they have always had the most satisfactory answer to give; viz, that during the three years they have handled the Rudge Light Roadster, they never had to replace a single bar through breaking, and stand ready to do so when that time comes.

This is as much as to say that if a bar has never broken, the detachable bar is useless, and is the best answer that can be given.

The **Pedals**, one of the most important parts of a machine, are Rudge's celebrated ball, which are acknowledged to have no equal.

They are from one to three pounds lighter than any other upon the marker, and from their peculiar construction, having a tapering pin, are much stronger. Their great strength can easily be imagined when it is remembered that Corey has always used a pair when climbing Corey Hill that weigh fifteen and one half ounces to the pair, and that they stood the test without a bend or a break. Nearly all the manufacturers in



RUDGE PEDAL.

RUDGE PEDAL PIN.

this country, as well as those on the other side, use these pedals upon their racing machines, which certainly speaks volumes in their favor.

In point of manufacture and improvements, Messrs. Rudge & Co. have always been one of the most progressive and enterprising firms, and prefer to keep abreast of the times, instead of forcing a demand by the introduction of new inventions which have been untried. They fully believe in having the very latest, but do not consider a change is always an improvement, and prefer to adhere to what they know is thoroughly reliable, rather than to make any alterations which may or may not be found afterwards to be what is desired, or could be called an improvement.

With a large corps of skilled draughtsmen and mechanics connected with the works, improvements are constantly being made, and they fully realize the wants of their riders in regard to weight, strength and easy running, keeping in mind that the machine is destined to last a number of years, and that the riders wish a machine to use and not for looks. No pains are spared in making the machines as perfect as possible in regard to strength, lightness and easy running.

During the last three years the records on the Rudge Light Roadster, both in England and America, on the road, on the hill, and on the path, have been unparalleled; and it is rare that any important meet or event occurs that the Rudge does not come to the front to the glory of its rider.

Among the many achievements of the Rudge Light Roadster are the riding of Corey Hill three times by Mr. H. E. Corey on a 32-pound machine, an event which was not accomplished until over two years after; the winning of the league championship by George Hendee on a 34-pound machine; the winning of the Boston Bicycle Club road race by Midgley on a 35-pound machine; the distance of 257 miles ridden by W. H. Huntley in 24 hours; and the unsolicited testimonials from the riders of the Canadian, Down East and the Big Four Tour, are ample proof that the Rudge is a thorough road machine, and one that will speak for itself.

It has been the aim and intention of the above firm to place machines upon the American market that will stand and make a name for themselves.

So far, the Rudge bicycles and tricycles have exceeded their most sanguine expectations; and while several makers have copied a number of the principal features of their machines, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.

CURRENTE CALAMO

Out of the Depths.

A—T B—TT.

Oh, pity me, if you can,
A muchly abused old man;
hom the "m. a.'s" would rather
My traps I should gather,
And skedaddle away to Japan!

G—N H—N—S, JR.

In ¿ineme, if you can,
At the head of the Ku Klux Klan;
With its little black rag,
In the place of a flag;—
A piratical, sandwich man!

A—O D. P—K, JR.

Oh, think of me, if you can,
A most energetic young man;
Whose cranium teems,
With a myriad schemes,
And who 'll work 'em all up if he can!

J. S. D—N.

Conceive me, if you can,
An exceedingly safe young man;
A ride-on-the-Rover,
Without tipping over,
And coming-a-cropper, young man!

PEDALS.

REMEMBER,
LOOK out for,
AND be sure to procure,
THE WORLD of 28 May.

The present issue rather walks ahead of the WORLD'S advertising record.

THE Springfield boys who made such a hit at their minstrel show, on 9 May, were "so like professionals," that the Racing Board immediately took steps to furnish the boys with an "affy" to sign. The amateur status *must* be preserved.

A well-known cycling wag recently sent the following testimonial to a Firm of cycling saddle makers: "I rode one of your saddles the other day, and have never ridden anything since." Then the Firm printed this in their new list and issued 8,000. They couldn 't understand how it was there were so few responses. — *Cycling Times*.

DON'T forget to look for the League number of the WORLD. It will be a startling edition.

EIGHTEEN pages of advertising is what the Overman Wheel Company insert this week. This breaks the record for THE WORLD.

THE League number of the WORLD will have a cartoon on a prominent L. A. W. question. Look out for it.

LOCKES Hill, Watertown, Mass., is a grade which has never been ridden by a cyclist, so it is said. It is shorter than Corey hill, but much steeper. Burnham tried to go up on his tricycle, but he, like every other cyclist, had to give it up. It is now in order for some one to announce that he has been up.

BOTH the *Critic* and *American Wheelman* in their late issues have portraits of the principal contestants, in the late fifty mile road race. These papers also have reproduction of photographs showing the start and the finish. A map of the course shows it to have been nearly square in form. The medal for first prize is very elaborate and has on the face a representation of two wheelmen, one on a star leading, and one on an ordinary.

BURNHAM insists that his time round the Reservoir basin in August, 1884, was 3·15 and that the watch was held by four men, three of whom he names as Phil Aubin, Charley Haven and a Mr. Graves, of Cambridge. We don 't know but that Mr. Burnham is correct, but we find him down on our record list as having made the circuit in 3.23.

MISS Stone, sister of Percy and the late Cola, is a tandemoness; she lately rode thirty-six miles in the evening, and finished by moonlight.

THE *Boston Evening Record* is a bright, newsy, independent little paper, that has won for itself a growing reputation. It devotes a column every day under the caption of "Stories About Town." The two samples were clipped from the issue of 5 May: —

W. is a very tall and withal a very respectable wheelman, whose distinguishing peculiarity is the slenderness of his pedal extremities.

"What do you call those?" a club man asked one day, pointing to W's legs.

"These?" W. queried, as he grasped the side seams of his knee breeches with thumb and finger of each hand, "Why, I thought any fool would know that they were gun cases, without asking."

Scene: A wayside North Shore hotel; dramatis personæ, a party of wheelmen, several of whom had put up at his hostelry for the night a few weeks previous; time, morning, when about to settle bills.

Spokesman for party: "Why, how's this? You have gone up thirty per cent on the prices you gave us when we stopped here before."

Hotel proprietor: "Yes, I know it. I hadn't seen you feed then."

What have we done, that our especial sport should be dragged in in the above insipid manner? Please, Mr. *Record*, let up? We have the consolation of knowing, however, that the pen that is responsible for such wit must be indeed tired, and soon cease. Mr. *Record*, please let up?

WE invite our readers' attention to the cycling news of the *Boston Globe* and *Boston Herald*. The former is bright, fresh, and reasonably correct, while the latter is dry, uninteresting, and rarely reliable. We suggest a change in the latter paper's heading of "Cyclets" to "Cycling Chesnuts."

WE regret to learn of the forced absence of Secretary Aaron from his post of duty. We are very sorry to learn the cause which is stated editorially in the *Bulletin*, that "he is informed by competent medical advisers that the only way in which he can avoid the consequences of temporary mental collapse is to at once cease from continued thought on any subject connected with business details. With this end in view, he will leave his post of duty at once for a two weeks' trip in the South, in the hope that he may return in a fit condition to continue his labors." We sincerely hope to be able to chronicle that he returns to his duties fully recuperated.

Strollings.

A STROLL among the dealers about this time will find them all, according to their own words, almost rushed to death with business. One states that he and his clerks are forced to work until after 11 o'clock every night, and all have interesting stories of hard work to relate. They agree that never before did they do such an immense business so early in the season, and in spite of the fact that this year there are several more dealers than ever before. A good portion of the credit for this satisfactory state of affairs is assigned to the coming League meet. Every dealer expects to make his pile during those three days.

All take the greatest interest in the show of the Boston Club, and it is from that that they expect to reap their richest harvest. Extensive preparations for a fine exhibit are being made by all, and the show will indeed be an interesting one. Not only will it be of benefit to the dealers but to all wheelmen as well, for it will afford them an unequalled opportunity of personally examining the merits of the leading styles of cycles, and each wheelman can judge for himself which is best adapted to his own requirements. Dealers will be allowed the privilege of taking orders for their machines during the exhibition, and wheelmen intending purchasing new mounts this season would do well to wait until the show.

WHEELMEN about town do not appear to feel particularly delighted over the result of the League State election. The Boston club suffered most of all, nearly the entire vote of the club being thrown out. They were just three days late in getting their names on the membership rolls of the League to entitle them to vote but of this they were ignorant, and all went to the trouble of sending on their ballots. If they were not eligible to vote, ballots should not have been sent to them.

The secretary of the Boston club was instructed to send in the applications for membership on February 1. Very soon after that date he wrote to the league secretary for information as to how many of the club members already belonged to the national body, and the time consumed in looking this matter up, and in writing back and forth, kept the names out of the bulletin until it was too late. It was certainly a horribly mismanaged election, and it would be interesting to know just who is responsible for the same.

I rode to Newton last Sunday, and on my way home stopped for a few moments at Chestnut Hill reservior. There was a tremendous crowd, as there always is on a Sunday afternoon. I am not overburdened with Puritanical ideas, nor am I a believer in any very strict rules for the observance of the Sabbath, yet I feel that it is not right for such large numbers of wheelmen to assemble on the Lord's Day and carry on in such a noisy and objectionable manner as is only of too frequent occurrence at the reservoir. In fact, a certain class of bicycle owners, or bicycle hirers, I don't know which, but am inclined to think that it is the latter, have made this once popular resort so objectionable to the better class of wheelmen that few of them now frequent it.

These objectionable wheelmen block up the roadway with their machines, and often make insulting remarks to ladies passing in carriages. Added to this they have their whistles, and those abominable "screechers," which no wheelman with any respect for the feelings and sentiments of others would be guilty of blowing on the Sabbath. It is anything but pleasant to admit, as an Englishman has written, that a certain class of American wheelmen are a set of "howling hoodlums"; yet after a visit to Chestnut Hill reservoir on a Sunday afternoon, one cannot deny the truth of the charge. Fortunately, the class is but a limited one.

A NUMBER of the local flyers do all their training about the reservoir. Several of the suspected "amateurs" were out there Sunday, and vented their feelings without restraint to the admiring throng squatting on the grass about them. They were discussing Chairman Bassett's late editorial on the all-absorbiug topic, but seemed unable to decide whether he intended to infer that he was getting sick of the stand he has taken, or whether it meant fight to the bitter end. They could not make out whether he favored the establishing of a third class, or whether he was opposed to it. But they all agreed that he would have a "hot time" maintaining his position at the general meeting of the League.

THE racing men all lamented the fact that they had no place in Boston where they could train for the coming League races. Lynn is too far away for them to go unless they can afford to give up all other business and devote their entire attention to the track. I took a walk over the track on the Union Athletic Grounds a few days since. It is at present in beastly condition, but H. S. Tuttle, of Lynn, is this week to take hold of it, and see what he can do towards putting it in shape. I am told that an inch of stickey clay is to be spread over the surface and mixed with the cinders, and that it will be completed in about ten days, when the track will be thrown open for wheelmen to train on.

THE STROLLER.

Lynn Notes.

WEATHER fine and the track finished, and all of the racing men are doing their best to get in trim for the 31st of May.

ROWE says, with good weather, a big audience to encourage him, he will (if permitted by the R. B.), be able to take the Pope Cup "for keeps."

THE Lynn boys look for lots of fun in witnessing the championship races of the L. A. W. A race and no flyers!

WE are wondering up here if the League will take a hint from the N. C. U. and so give us the good old times back again.

THE question of better quarters for the Cycle Club is now agitating the minds of the boys. With a membership of seventy-five good paying, enthusiastic fellows they ought to have better rooms.

WE wish some good teams could be got together to scoop some of the tandem prizes. We don't want the "blawsted Britisher" to take all the biscuits this year.

NEILSON is with us now, and is scorching away on the track, while his rival is plodding along on a six day's "tour."

THE prizes have been purchased, and are very handsome.

Transportation to Boston.

PARTIES of fifteen and upward, from points fifty miles or more from Boston, will be entitled to reduced rates, provided they notify the general passenger agent of road they use at least a week in advance, what train will be taken. Rates, two cents per mile for each person. Wheels carried free. Roads will not give this reductlon, and may refuse carriage of wheels, unless proper time and notice is given them to provide special car for wheels. Parties intending coming to Boston should unite and choose one of their number, preferably their local consul, to notify their passenger agent how many men will come, and by what train. These rates have been tendered by *all* the roads approaching Boston, and parties are advised to take the most direct route in every case.

W. B. EVERETT, *Chairman.*

Corey Hill Climbing Contest.

THE following have charge of the hill climbing contest to take place at Corey hill on the morning of 27 May. — W. G. Kendall, chairman; C. S. Howard, H. W. Hayes, judges; starter, E. S. Wheeler; timers, D. N. C. Hyams, N. Ethier, T. J. E. Saville, C.W. Reed, R. E. Bellows, Eugene Sanger. The contest will be for bicycles and tricycles. Three prizes in each class. Time of starting the first men, 10 a. m, 27 May. Entrance fee $1.00 — to Dr. W. G. Kendall, No. 176 Tremont St., in person or by mail.

League Run.

DR. W. G. KENDALL, marshal of the Massachusetts Touring Division of the L. A. W., will organize a run for Sunday, 30 May, to start from the Hotel Vendome 7 a. m. sharp. Hingham will be the breakfasting place. From thence to Pemberton via Nantasket, thus affording Western and other inland visitors a fine view of old ocean. Return will be made over the same road to the Black Rock house on the famous Jerusalem road. Then retrace road to Nantasket, and by boat to Boston. Dr. Kendall plans this trip with a special view to please riders who are not familiar with ocean views, and to such it will be a rare treat. The number will be limited, hence, names should be sent *at once* to Dr. W. G. Kendall, 176 Tremont st., Boston.

League Meet Notes.

THE large hall at the Mechanic's building, known as the Olympian Skating Rink, will be used by the League for the general meeting. This hall and the storage accommodations are the gratuitous offering of the Boston Bicycle Club, and will be the contribution they make towards the League expenses.

THE Massachusetts Club have subscribed $200 in cash toward expenses of the League Meet.

A HOME trainer race will be held every evening at the Boston Club Show. The winner of each night will enter and compete in the final heat Saturday eveing. This will be a feature and cause great fun.

WE are informed by a member of the League's Committee on Rules and Regulations, that at the Boston meeting of the Board of Officers, the committee will introduce a resolution favoring the establishment of a third class of racing men, which shall be neither professional nor amateur, but which will just about accommodate the expelled and suspended men.

THE annual banquet of the League will take place at Hotel Vendome, Saturday evening, 19 May, at seven o'clock. The number of tickets has been limited by the committee to three hundred, and the price put at $2.50. If you want a seat, you should apply for it at once to H. W. Hayes, 91 State Street.

THE Providence Railroad will transport wheels and wheelmen from Providence to Boston and return at half rates. No reduction is made from intermediate stations.

A. L. ATKINS has prepared a large map of Boston for the League Meet programme, showing the location of all the cycle dealers and other points of interest about the city.

THE annual business meeting of the League officers will be held on Wednes-

WHAT THE RIDERS SAY!

"The American Rudge is a dandy; staunch and easy running."—H. C. OGDEN, Middletown, N. Y.

"For business purposes and general road riding it has no superior."—J. H. BROWN, Rochester, N. Y.



AMERICAN RUDGE. PRICE, 50-INCH, $107.50.

"Have ridden my 56 American Rudge 1,500 miles, and cheerfully recommend it."—C. W. SEAMAN, Lewisburg, Pa.

"It takes at sight. Those who intend getting a Bicycle should get an American Rudge."—E. E. CUMNER, Lewiston, Me.

We do not say this is the best Wheel made, but we DO say it has no equal at the Price.

Sole U. S. Agents,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - GEO. R. BIDWELL - - - 2 and 4 E. 60th St., N. Y.

SAFE! DURABLE!! FAST!!!

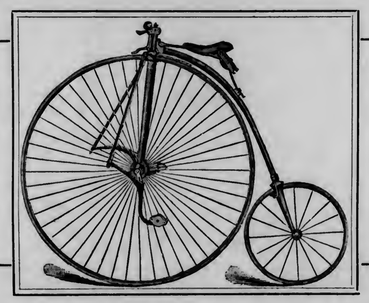
THE AMERICAN SAFETY BICYCLE,

MANUFACTURED BY

CORMULLY & JEFFERY,

222 and 224 North Franklin St., Chicago, Ill.

Is a high class ROADSTER, superior in STYLE and APPEARANCE, and equal in STRENGTH, DURABILITY, and honest WORKMANSHIP to any SAFETY made, while it is sold at so LOW a PRICE as to render COMPARISON of VALUES unnecessary.



HEADERS IMPOSSIBLE!
NO LOSS OF POWER!

As the pedals move in a nearly OVAL CURVE, the rider of the ordinary machine notices NO DIFFERENCE IN MOTION.

The joints on the levers being constructed on the ball and socket principle, accidents, bending levers or cranks do NOT make the machine TURN HARD. Patent Parallel Bearings, held in spherical cases, adjust themselves to any changes in the forks occasioned by accident.

Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Parallel Bearings - - - - - - $76.00
Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Ball Bearings all around - - - 99.00

OFFICE OF SKEEN & STUART STATIONERY CO.,
77 MADISON STREET, CHICAGO, ILL., April 3, 1886.

MESSRS. GORMULLY & JEFFERY, CITY:

Please furnish me at your earliest opportunity one American Safety Bicycle, 42-inch, ball bearings all over, and pedals. You may deliver same at my residence, 6515 Harvard Street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homœopathic Pharmacy, and ex-president of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

By permission of Mr. Stuart we quote from the letter (private) referred to:—

"I did not know much about Gormully & Jeffery's 'Safety,' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was a little large for me, but I rode it very handily, and it does run very easily. I think I shall mount one the coming season. . . . I am called by some a bicycle crank. I have n't seen a sick day for the past eight years of riding. Get a wheel and don't work so hard. Good health is better than riches.

"Yours hastily, H. T. APPLEBY."

Dr. Appleby has, since the above, purchased an American Safety for his own use.

For further information as to sizes, etc., send two-cent stamp for New Illustrated Catalogue of Bicycles and Sundries for 1886.

N. B. — We also manufacture an extensive line of Bicycle Bells and Sundries.

day evening, 26 May, in the gymnasium of the Massachusetts Clubhouse on Newbury street.

THE League Racing Board reserves the right to reject any entries for the League championship races, and this without stating their reasons for so doing. Perhaps some of the "escaped suspects" will find a bombshell still in store for them.

THE track on the Union grounds is to be resurveyed, and its shape improved as much as possible.

THE Racing Board will accept the entries of the expelled men, subject to the action of the general body of the League members at the annual business meeting.

CHAIRMAN WALBURG, of the Committee on Parade, is preparing a diagram showing the location in line of every club parading, so that there may be no confusion in the formation. The parade will be divided into four divisions. Two divisions will probably be required for the accommodation of Massachusetts wheelmen. None but League members will be allowed to parade.

THE annual tricycle race of the Boston Club will be held in the early morning of the 28th. The route will be the same as last year, from Bailey's Hotel, South Natick, to a point on Beacon Street, opposite the Public Garden. Two medals, first and second prizes, will be awarded. Entrance fee $1, to be made by mail or in person to R. J. Tombs, Boston Bicycle Club, 57 Boylston street, Boston, Mass.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The Promateur Question.

HAVING read through your valuable paper giving the various reasons and causes why the so-called makers' amateurs, should be suspended and be made professionals, I cannot help thinking what a large amount of nerve some of the Racing Board must have. If I am correctly informed, and I think I am, the suspends are shut out because it is claimed that they receive machines to ride, free of charge, and also they have their expenses paid for riding a certain man's make. Very good, so far; but how will this affect certain parties who hold high positions of trust and honor in the L. A. W. Would it not be wiser for some of those officers to first pay for the wheel on which they ride before they throw stones at others. I do not want your readers to think that these parties cannot pay for a wheel, but what I want to convey to the public is this: the agents of certain bicycles simply let them have a machine to ride because they are officers of the L. A. W., and of course it is a great honor to have an officer ride a certain make, you know.

Then, again, some of the suspends have been declared professionals. Now, to look this question square in the face, do the members of the L. A. W. think for a moment that such action is wise? do they think that Springfield, Lynn, Hartford, or St. Louis will abide by such action? They must remember, Springfield has done more to build up the interest in wheeling than all the influence of the L. A. W. put together, and it would be foolish to think that the Track Associations will allow any body of men to kill honest racing. Every wheelman knows that the so-called makers' amateurs give us good square races, and that is all that the public calls for. It matters not to the wheelman or the public in general, what kind of a wheel races are won on; all that is wanted are good honest races; that is what they pay their money for, and for this reason alone these suspends should be allowed to race as amateurs. We know they are good honest men, and why should they be thrown overboard, to satisfy parties who have not done one half as much to forward the interest in wheeling as these same makers' amateurs? Some say, "Well, if they are made professionals we can see them race just as before." To such people I would say, you know not whereof you speak. I have talked with several of the suspends and they firmly declare that they will not enter the professional ranks. What will be the result? Simply, the interest in promoting racing will die out. No one wants to pay to see a championship race of one mile run off in three minutes when they know it can be run in 2.40; that is common sense; any wheelman will agree with me in this.

Then, on the other hand, if the good name of the L. A. W. is in peril why not make a third class as it has been proposed by some. Surely there is room for three classes, and by adding a class of promateurs the Simon Pure amateur can have his little race all by himself and he will not have to compete with the much abused makers' amateur. Then the promateurs, which class will include all racers who have been suspended, and some who have not been suspended as yet, can have their race.

As it has been mentioned in the *Globe* of the 25 April, the League Races would be a failure unless they could have races for suspects, and I consider the proposition of the Racing Committee a good one. It simply shows that public sentiment is strongly in favor of the suspects, and in order to make the League meet successful in every way, it is policy to have races for the suspended amateurs. It is the best way out of the present trouble, and I hope that the League members will see the question in its proper light, and when they vote on it they will see it is for their interest to vote intelligently. I have said before, if these men cannot be reinstated as Amateurs, make a separate class for them and let them race.

LYNN.

New Orleans to Boston.

ADVICES dated Greenville, Ga., report the tourists as having had a pretty tough time. Mr. A. M. Hill writes: "We have passed through a section of country that is almost uncivilized. We have tramped from early morn until, in many cases, after dark, and done, up to 1 May, very little riding. We are beginning to get into a country where there are good rideable roads. We left Columbus, Ga., this morning, and arrived here at dark, making, as we came over, fifty miles. We start for Atlanta in the morning, and will have time for other things from this on, besides eating and sleeping. I will send you a detailed account of our trip in a few days."

JUST as we go to press we received the following special despatch from the tourists:

"SALISBURY, N. C."

"New Orleans to Boston tourists arrived here 7.30 P. M. from Charlotte, sixty-five miles over red clay roads full of ruts. Men and wheels all right and on time; hardest part of the tour over."

ENTERPRISE is appreciated, therefore cast your eye on the eighteen-page advertisement of the Overman Wheel Company.

KEEP your eye open for the 28 May issue of the WORLD.

WANTED,— Three or four energetic, pushing young wheelmen for special work (in Boston). Good pay to the right sort. Apply at once to the office of the WORLD, 179 Tremont Street, Room 63.

All Sorts.

"I BENT my backbone yesterday," said Chawley to his West End girl. "Law, sakes! I noticed that your le— limbs were bowed, but I didn't think you had a back set. Does it pain you so very much dear?" They never speak as they pass by. — *Exchange.*

CAPT. PECK, of the Massachusetts Bicycle Club, expects to have 125 men in line at the L. A. W. Meet. "Lonny" on his new fifty-five Rudge will make an ideal captain.

W. C. BOAK, LeRoy, N. Y., has the agency for Western New York for the Wonder and Keystone saddles, and Merrill's bicycle lock — The Missing Link.

ENGLISH exchanges seem to think the backdown of the N. C. U. will have an effect on the action of the L. A. W. general meeting.

THE lubricating illuminating oil advertised by J. A. R. Underwood, are first-class articles. We know, because we have tried them.

MOSES SHERIFF, of Manchester, N. H., has ridden his 54-inch Rudge Light Roadster five thousand miles from 1 March, 1884, to 1 May, 1886. He expects to roll up a greater record than ever this year.

IT is said Percy Stone is not satisfied with his performance on the occasion of the late road race, and will train faithfully to knock Weber's time out. He is ambitious, at any rate.

ST. LOUIS thinks Chicago is afraid to arrange an inter-city road race. At least they say "St. Louis does not seem anxious."

W. C. BOAK, LeRoy, N. Y., has been appointed by Wm. Read & Sons agent for Western New York for the Royal Mail Wheels. Applications for agencies must be made to him.

THE minstrel show given by the Springfield club, on the evening of the 9th inst., was really an artistic success. Some of the songs, dances, and acts, were given in a style that would have done credit to professionals. The opera house was packed literally.

A VERY handy article is "stickertine." A stick of this cement, a match, and you can fasten your loose tire on in a jiffy.

THE Lynn track is really finished, and the boy's are skinning round in their daily practice.

Professional Records Go.

AT the Leicestershire cricket grounds lately, in the fifty-mile professional race, which was won by Duncan, F. Lees broke the following professional records: 41 miles, 2.14.35; 42 miles, 2.18.32; 43 miles, 2.22.35; 44 miles, 2.26.31; 45 miles, 2.30.44; 46 miles, 2.34.58; 47 miles, 2.38.32; 48 miles, 2.42.20; 49 miles, 2.46.13.

Lynn Races.

A GLANCE at our advertising columns will show what a treat is in store for visitors and racing men at the opening of the Lynn track 31 May. Everything is being done to make the affair a success, and records go. With such men as Rowe, Hendee, Kluge, Weber, Knapp, Windle, Prince, and Neilson, one can be assured of a racing treat not to be missed.

Woodstock Races.

CYCLISTS who are fond of good sport, and those also who are intending to do some racing this season, should consult our advertising columns for particulars of the races to be given at Woodstock, Ont., on the 24 and 25 May. The management is very liberal in the matter of prizes and no doubt the wheelman who goes to ride or to look on will have the best of times.

Officers of the Lynn Race Meeting.

ABBOT Bassett, referee; Harry Corey, Frank Winship, John Wood, Jr., judges; Will Pevear, George Chinn, A. D. Peck, Jr., scorers; George Butler, Eugene Merrill, O. S. Roberts, timers; Charles Howard, starter; W. W. Stall, clerk of courses.

International Cycling Tournament.

WE are in receipt of circulars setting forth that a grand International cycling tournament will be held at Alexandra Park, London, under the patronage and support of some eighty-five clubs, whose names are given. Prizes, to the value of $900, are to be awarded. The "International" part, so far as the U. S. is concerned, will lose its significance, the announcement and the event coming too close together.

English Ten-Mile Championship.

THE Easter bicycle tournament held at the county cricket ground, Leicester, closed 26 April. The time was not fast, being 30 m. and 30 s. for the distance. The race was a very pretty one, however, and considerable excitement was made by the little spurts indulged in from time to time. The first three finished, Howell, Duncan, and Lees.

The English Fifty Miles Pro. Championship.

BENEATH a brilliant sun, and with a slight wind blowing over the splendid track of the Aylestone grounds, this event was decided last Saturday. The cup having been won twice by Duncan and Wood respectively, their antagonism was looked forward to with more than ordinary interest. The pace set by the Frenchman Dupois, however, cracked up Wood in the seventh mile. A very large crowd lined the rails. Result: H. O. Duncan, 1; F. J. Lees, 2; M. Dupois, 3. Down the hill Duncan, for the first time, went to the front, and fighting a brief battle with Lees, drew clear and won by four yards. Dupois finished a good third two yards away, amidst the greatest excitement. Time, 2 h. 49 m. 35½ s. Mr. G. W. Atkinson acted as referee. — *Wheeling.*

HOWELL and Wood will run a ten-mile match race for £25 a side, the result of a little "chipping" between these famous riders.

THE winners of the one, ten, twenty and fifty miles bicycle championships of the world, held in England on Easter, all rode the Rudge Racer.

R. HOWELL won the one mile championship race at the Molyneux Grounds, Wolverhampton, England, 28 April, in 2.52.⅘, beating Duncan and DeCivry by thirty yards, a very hollow victory.

JOHN KEEN rode twenty miles against horses at the Crystal Palace on Easter Monday, and won in 1.12.38.

Prince Ahead.

At the close of the second day of the six days' race at Minneapolis, Prince led Schock nearly twelve miles. The betting is $100 to $60 in favor of Prince.

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

THE Maryland Club, of Baltimore, will send twenty-five men to the Meet.

AT the annual election of officers, 3 May, the Hoosac Wheelmen elected the following officers: President, Danforth Geer; vice-president, F. W. Rosebrooks; secretary, J. C. Haswell; treasurer, C. C. Gibson; captain, C. J. Stevens: lieutenant, R. F. Ball; color bearer, M. W. Kincaid; bugler, D. R. Armstrong. The total membership of the club is now twenty-three having added eight new members this spring. The new club rooms on Main street have been elegantly furnished, and the club-equiped with new uniforms, is ready for the season's sport.

THE Fort Schuyler wheelmen, of Utica, N. Y., held their first run of the season 23 April. This club musters forty wheels. This year Allen G. Wood is the secretary of this club.

THE Pottstown (Pa.) Bicycle Club are making arrangements for a race meeting to be held on the track of the Horticultural Society, at Pottstown. Considerable interest is excited locally over the proposed match between Prof. High of Pottstown, and W. I. Wilhelm, of Reading, Pa., both crack riders, and both confident of their ability to win.

At the annual meeting of the Rockingham Bicycle Club, the following officers were elected for the ensuing year: President, C. A. Hazlett; sec. and treas., W. C. Walton; capt., Goodwin E. Philbrick; 1st lieut., Fred H. Ward; 2d lieut., Chas. W. Gray; bugler, W. W. McIntire; color bearer, H. P. Montgomery; executive committee: president, captain, secretary, J. S. Tilton, Lemuel McIntire and Jas. A. Spead.

THE Maverick Wheel Club, of East Boston have concluded arrangements for their entertainment at the Paris Rink, on the evening of the 18th. Marshall and Wilson will show some trick riding on the Star. Obstacle and Kangaroo races will

AT the regular monthly meeting of the Massachusetts Club held 5 May, it was "Resolved, that the Massachusetts Bicycle Club hereby express its disapproval of the article known and advertised as "screamer"; and that the captain is hereby requested not to allow the use of said article on any club run."

ANNUAL meeting and election of officers of Pentucket Wheel Club, 3 May. President, C. P. Sumner; vice-president, H. A. Chase; captain, C. E. Dole; first lieut., H. E. Guptill; second lieut., F. H. Fernald; sec'y and treas., A. E. Leach. Club committee: Messrs. Sumner, Chase, Dole, Leach, Reed, C. A. Hilton and H. H. Gage. Club room, 3 Bridge street. Twenty-one members.

LOOK!

Having selected a large number of the finest machines in the market for our Letting Department, we offer a choice of the famous handle-bar steering

"CLUB"

Tricycles, the

"RANELAGH"

and

"MARLBORO,"

representative wheels of the bridle and Cripper (straight steering) types, respectively. The value of our offer of these machines for hire cannot be too highly estimated, allowing as it does the use of the finest wheels purchasable.

Send stamp for full information regarding terms of letting, to

W. W. STALL,

509 Tremont Street - - - Boston, Mass.

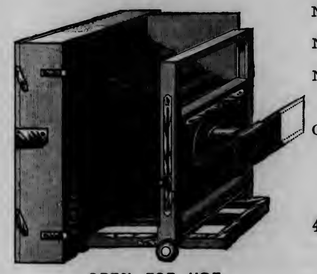
THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.



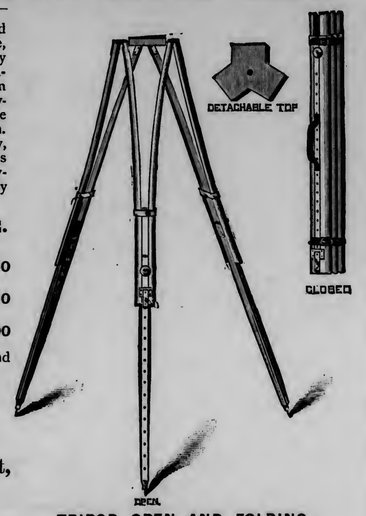
OPEN FOR USE.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

* EURYSCOPE * * * LENSES * *

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

be held between members of the club. After this, dancing and jollification. Wheelmen will have every attention at the hands of the club.

AT the regular meeting of the Dorchester Bicycle Club, held at the club house, Tuesday evening, four gentlemen were added to the club's membership: the following are announced as the social club runs for May: 16, to Brockton, leaving the club house at 10 a. m.; 23, to Waltham, via Chestnut Hill and the Newtons, leaving the club house at 9 a. m.

THE Yale Bicycle Club will no doubt hold a race-meeting some time in June; possibly, Friday 11 and Saturday 12. Messrs. Codding and Iveson are the committee in charge.

THE Winona (Minn.) Bicycle Club, organized a little more than a year ago with a membership of sixteen, now numbers twenty-four members and hopes before the close of '86 to number at least thirty. The club expects to get its quarter mile track in shape for racing next week, and there will probably be some lively pedaling for the prize offered during carnival week.

THE Wakefield Bicycle Club is showing an extraordinary amount of activity under the energetic management of president Heath.

THE Boston Club Tricycle Division will take an all-night run to Boscobel, Lynn, to-morrow night, starting from club house at 4 P. M., supper at Newton, and thence by easy stages to Lynn. Sunday they will return to the city *ad lib.*

SUMMIT, N. J., starts a club with fifteen names on the rolls.

THE Bellerophon wheelmen, of Westfield, N. J., are going to give an entertainment on the evening of 18 May.

AT the regular monthly meeting of the Everett Wheel Club, James H. Larkin was elected first lieutenant vice Arthur M. Hook resigned. Charles B. Ladd was elected second lieutenant by an amendment of the club rules providing for that office.

THE Hudson Bicycle Club have lately erected several guideboards about the city and county; also signs on hills. They find this can be done at a trifling expense, and if clubs all over the country would take the matter in hand, it would be a great help to the tourist.

JOSEPH D. HUGGINS, secretary of the Long Island Wheelmen, writes: The Boston L. A. W. Meet is our chief topic of conversation at our club house, and we hope to take about fifty per cent of our membership to the Meet this year, which is our largest representation since our organization, and which will show the interest we take in the L. A. W. Our cldn is composed largely of professional anb business men, whose ages average about thirty-three years, and from statistics lately made it was learned that exactly one half were benedicts and the other half bachelors. We are not a racing club, — although members of the Road Racing Association, — our members riding chiefly for health and pleasure. Several of our members, who enjoy road riding, expect to ride to Boston in time for the Meet.

THE Sewickley Wheelmen, of Pittsburg, Pa., have organized. The officers are: Francis Clark, president; F. Richardson, secretary; and H. Nevins, treasurer.

THE Middletown, Conn., Wheel Club have elected the following officers: President, E. G. Camp; secretary, C. L. Brockway; treasurer, D. D. Butler; captain, A. H. Rutty; first lieutenant, S. V. Coffin; second lieutenant, R. H. Burr; bugler, C. E. Wells; color bearer, C. S. Perry.

THE Wilkesbarre, Pa., Club has these new officers: President, Robt. L. Ayres; vice-president. Prof. W. L. Dean; captain, J. G. Carpenter; first lieutenant, W. W. Lee; second lieutenant, Burr Voorhis; secretary, W. E Shupp; treasurer, H. C. Robertson. bugler, E. T. Carpenter; color bearer, T. A. Wright.

A NEW club, the Nassau Wheelmen, has just been formed under the auspices of the Nassau Atheltic Club. Mr. J. H. Mellor (formerly of the Eglinton B. C., Dublin), has been appointed honorary secretary, *pro tem.* Communications on wheeling should be addressed to the club house, 387 Third street, South Brooklyn.

AT the regular meeting of the Canton Bicycle Club, held at their headquarters last evening, the following officers were elected to serve for the next year: President, M. P. Fry; vice-president, Dr. E. P. Morrow; secretary and treasurer, Will G. Saxton; captain, Frank Jay; first lieutenant, W. A. Bell; color bearer, Norm Deubel; bugler, William Eyster. The selection of a location for a new club headquarters was discussed, but no conclusion arrived at. The necessity for it was admitted by all.

WANTED.— Three or four energetic, pushing young wheelmen for special work (in Boston). Good pay to the right sort. Apply at once to the office of the WORLD, 179 Tremont Street, Room 63,

---

Programme L A. W. Meet.

THURSDAY, 27 MAY.

Boston Club show opens at 10 A. M.
Run to Chestnut Hill Reservoir from Mechanics building, 9 A. M.
Hill climbing contest, Corey Hill, 10 A. M.
Runs through the Newtons, from Copley square, 2.30 P. M. A. L. Atkins in charge.
Run to Cambridge and Waltham, from Vendome, 2.30 P. M. Capt. A. D. Peck, Jr., in charge.
Run to Mattapan and Dedham, from Mechanics Building at 2.30 P M., over some of our road race courses. Dr. W. G. Kendall in charge.
Concert at Music Hall at 7.45 P. M.
Home trainer races, music and exhibition at Boston Club show, 8 P. M.

FRIDAY, 28 MAY.

Second day, Boston Club show opens 10 A. M.
Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A. M.
Business meeting of the League, 10 A. M.
Run to Echo Bridge from Mechanics Building, 4 P. M.
Minstrel show at Music Hall, at 7 45 P. M.
Home trainer races, music and exhibition, Boston Club show, 8 P. M.

SATURDAY, 29 MAY.

Third day Boston Club show, opens 10 A. M.
Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.
League parade 10 A. M. Cadet Band. Photograph of Meet.
League races at the Union Grounds, 3 P. M.
Final heats for home trainer races at Boston Club show, 8 P. M. Music and exhibition.

(Corrections and additions will be published as fast as received).

FIXTURES

MAY.

15 SATURDAY. — Brooklyn Bi. Club moonlight run, Staten Island. Assemble South Ferry, 3.50 P. M.
Cambridge Bi. Club, moonlight run, 7.15.
Mo. L. A. W. Division, meet and run at St. Louis.
Massachusetts Club moonlight run. Club house 7.30.
Boston Club to Lynn for night. Clubhouse 4 P. M.

16 SUNDAY. — Somerville Cycle Club, run to Brockton. Cylers invited.
Brockton Bicycle Club, to Taunton.
Maverick Club, East Boston, to Waltham.
Cambridge Bi. Club, to Cobb's, 9 A. M.

17 MONDAY. — Cambridge Bi. Club, moonlight run, 7.15.
Massachusetts Club. moonlight run to Echo Bridge. Club house, 7.30.

18 TUESDAY. — Maverick Wheel Club, East Boston. Boston. Entertainment, Paris Rink.
Massachusetts Club special meeting in re League matters.

20 THURSDAY. — New Castle, Pa., Bi. Club races.

22 SATURDAY. — Brooklyn Bi. Club, two-mile road championship race over Boulevard course, 5 P. M.
E. Hartford Wheel Club races.

23 SUNDAY. — Somerville Cycle Club, run to Lynn. All wheelmen invited.
Maverick Club, East Boston, to Norwood.
Cambridge Bi. Club, to Belmont Spring, 3 P. M.

24 MONDAY. — Commencement for two day's meet, Woodstock, Ont., A. A. A.

27 THURSDAY. — Boston Club's exhibition of bicycles tricycles and accessories, opens in Mechanics fair Building, at noon.
L. A. W. Meet.
Hill-climbing contest, Corey Hill.

28 FRIDAY. — Boston Club's cycle show, second day, opens at 10 A. M.
L. A. W. business meeting.
Brooklyn Bi. Club, trip to Boston via Fall River, 5 P. M.
Boston Club tricycle road race from Bailey's, South Natick.

29 SATURDAY. — Boston Club's cycle show, third day, opens at 10 A. M.
League parade.
League races, Union Grounds, 3 P. M.

30 SUNDAY. — Run to Nantasket under care of Dr. Kendall, Marshal, E. Div. Touring Board.
Maverick Club, E. Boston to So. Natick.

31 MONDAY. — Lynn Cycle Club opens its new track. First Prince-Nelson race.
Fourth and last day of Boston Club exhibition in Mechanics Fair Building.
League of Essex County Wheelmen. Annual meet at Lynn.
Ixion Bi. Club 50-mile road race, Orange, N. J.
Cambridge Bi. Club, to Lynn, 10 A. M.
Massachusetts Club to Lynn races. Clubhouse 9.45 A. M.
Maverick Wheel Club to Lynn races.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our new importation of Harvard and Yale machines which we are offering at greatly reduced prices. We have constantly on hand an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us, as we have facilities for performing the most difficult work very promptly and at REASONABLE PRICES. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

NOTICE.—By deed, dated Dec. 11, 1885, we purchased of Mr. Frank W. Weston, of Boston, all his right, title, and interest in this company, and he is not responsible for us in any way whatever.

THE WESTON SUPPLY CO.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."

Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

FOR SALE OR EXCHANGE

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP.—A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS., Chicago, Ill., or, WM. C. DANIELS, Napierville, Ills

FOR SALE.—One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $115. One 1883 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

STOP A MINUTE!—Every wheelman wishing cards this season send dime for my elegant samples to order from; something new, and designed especially for wheelmen. F. P. MUNN, Clyde, Wayne County, N. Y.

FOR SALE.—One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POITER, Reading, Pa.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston. No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00; Randolph Bicycle Shoe, $3.50. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

FURNIVALL BEATEN!

—AND THE—

INVINCIBLE WINS.

At the Spring Meeting of the Surrey Bicycle Club, Mr. H. A. Speechly, on the INVINCIBLE RACER, won for the second time, *outright*, the famous Surrey Cup, from scratch, **beating Furnivall and Engleheart.**

At the same meeting, Mr. H. C. Short, on an INVINCIBLE TRICYCLE, weighing 34 pounds, won the Tricycle event, easily beating A. J. WILSON, of Quadrant fame.

Send for Catalogue of the Invincible.

GEO. D. GIDEON - - - 6 South Broad Street, Philadelphia.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.
W. A. RHODES.
L. D. MUNGER.
E. D. HUNTER.
W. H. HUNTLEY.
F. P. KENDALL.
C. H. POTTER.
C. E. PRATT.
M. V. J. WEBBER.
P. FURNIVALL.
R. CRIPPS.
R. CHAMBERS.
E. F. LANDY.
F. R. COOK.
G. M. HENDEE.
N. H. VANSICKLEN.
W. F. KNAPP.
J. G. HITCHCOCK.
L. B. HAMILTON.
WM. A. ROWE.
L. A. MILLER.
GEO. E. WEBER.
WM. E. CRIST.
H. D. COREY.
N. M. BECKWITH.
A. BASSETT.
J. S. PRINCE.
FRED WOOD.
R. HOWELL.
W. M. WOODSIDE.
R. A. NEILSON.
R. H. ENGLISH.
E. P. BURNHAM.
W. C. MARVIN.
THOS. STEVENS.
B. B. AYERS.
W. W. STALL.
C. A. HAZLETT.
H. J. HIGH.
C. E. KLUGE.
A. B. RICH.
A. H. OVERMAN.
A. A. POPE.
W. S. ATWELL.
A. G. SPALDING.
H. B. SMITH.
H. W. GASKELL.
S. T. CLARK.
W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1 00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

MY CYCLING LOG BOOK

A Novel and Complete Method of Memoranda

Of the number of miles travelled by Cycle, with such notes of roads, routes, and incidents as may be convenient or interesting for reference.

By FRANK W. WESTON,

The "MISSING LINK" Found.



Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook alike, and locks through the small wheel on the two prongs of the fork, just under the lellce. Nickel Plated. Sent post-paid on receipt of $1.25.

ANSON P. MERRILL & CO.

BOX 596 . . . . . FALL RIVER, MASS., U. S. A.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. C. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclist' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



THE STRONGEST KNOWN

Bicycle Elastic Cement.

Used the same as Sealing Wax. No Naphtha. Dries Instantly and can be carried in vest pocket or saddle bag. Price, 25 cents. Don't wheel without it.

A. A. BROOKS, 140 Congress St., Boston, Mass.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

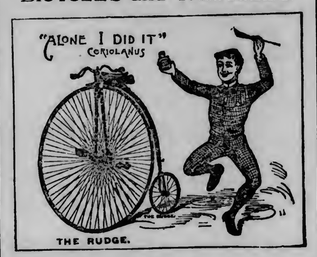
IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc., Solicitor of Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England, has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✻ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents. BICYCLING WORLD COMPANY.

Two Grand Days' Sport!

Woodstock, Ontario, May 24 & 25, 1886.

Third Annual Meet and Games

OF THE

Woodstock Amateur Athletic Assoc'n

PROGRAMME OF RACES.

First Day, Monday, May 24, 1886.

1. One Mile Bicycle (Novice Race), open to C. W. A. First prize, gold medal; second prize, gold plated chain.
2. Mile Bicycle (Professional). Championship of Canada, $50, and gold medal added by Association. Sweepstakes, $10 entrance; $5 payable May 1, $5 May 18, when entries close.
3. One Hundred Yard Foot Race (Amateur). First prize, diamond pin; second prize, gold sleeve buttons.
4. Five Mile Bicycle (Amateur). First prize, gold stop watch; second prize, diamond scarf pin.
5. Half Mile Bicycle, without hands (Amateur). First prize, silver watch; second prize, silk umbrella.
6. Vaulting High with Pole (Amateur). First prize, silver water pitcher; second prize, gold shirt studs.
7. Five Mile Bicycle (Professional). Open to all. First prize, $100 cash; second prize, $40 cash; third prize, $20 cash.
8. One Mile Tricycle (Amateur). Open to all. First prize, gold filled watch; second prize, pearl opera glass.
9. Four Hundred and Forty Yard Foot Race (Amateur). First prize, gold ring; second prize, gold shirt studs.
10. One Mile Bicycle (Amateur). Open to all. First prize, diamond ring; second prize, gold chain.

Second Day, Tuesday, May 25, 1886.

1. Two Mile Bicycle. Open to C. W. A. members. 3.20 class; road machines. First prize, silver tilting pitcher; second prize, cyclometer.
2. Two Hundred and Twenty Yard Foot Race (Amateur). First prize, silver watch; second prize, gold plated watch chain.
3. Five Mile Bicycle (Amateur). Provincial championship, gold medal.
4. Two Mile Bicycle (Professional). Sweepstakes; $5 entrance; $25 added by Association. 75 per cent to first; 25 per cent to second.
5. Half Mile Foot Race (Amateur). First prize, gold chain; second prize, dressing case.
6. Three Mile Bicycle Lap Race (Amateur). Open to all. First prize, silver stop watch; second prize, gold sleeve links.
7. Running Broad Jump (Amateur). First prize, timer; second prize, cigar case.
8. Half Mile Dash (Amateur). Open to C. W. A. Silver tilting pitcher.
9. High Jump (Amateur). First prize, meerschaum pipe; second prize, cigar case.
10. Two Mile Bicycle (Amateur). Open to riders in county of Oxford. S. Woodroofe Cup.
11. One Mile Bicycle, Consolation (Amateur). First prize, bronze clock; second prize, silver cup.

☞ All bicycle races run under C. W. A. rules, which are the same as the L. A. W. racing rules.

☞ Foot races and jumps under C. A. A. A. rules.

☞ Special low rates on all Canadian Railways.

☞ Entries close on the 18th of May. Entrance fee for professional races, $1.00; to all amateur races, 50 cents. All entries to be addressed to D. A. WHITE, Secretary, W. A. A. A., Woodstock, Ont.; entrance fee to accompany same in all cases. Post entries, 50 cents extra.

☞ The order of races is subject to change at the discretion of the Sports Committee.

NOTE.—If promateurs are not reinstated by May 18, the Sports Committee will arrange races, with satisfactory prizes for them. Three entries and two starters required in each event.

GRAND OPENING TOURNAMENT

OF THE

Lynn Cycle Club Track Association,

LYNN, MAY 31, 1886.

This is the finest bicycle track in the world, being a dead level three-lap track, of perfect design. THIS Tournament will include THE FASTEST MEN IN AMERICA! Look out for record-breaking! League members who visit Boston will regret it if they don't stop over and attend the grand event.

PROGRAMME OF RACES.

FIRST RACE WILL BE CALLED PROMPTLY AT 2 P. M.

1. One-mile Amateur Bicycle.—First prize, a fine gents' gold watch; second prize, pair elegant opera glasses.
2. Three-mile Amateur Bicycle (9.45 class), for League of Essex County Wheelmen only.—First prize, gold medal; second prize, silver medal.
3. Two-mile Amateur Tricycle.—First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-mile Amateur Bicycle (3.20 class).—First prize, gold-headed cane; second prize, base parlor lamp.
5. Three-mile Amateur Bicycle Lap Race.—First prize, silver-tilting water pitcher; second prize, elegant berry set.
6. First of a Series for the Professional Championship of America.—Five-mile Professional Bicycle Race between Robert A. Neilson and John S. Prince. These two celebrated riders will meet to contest for a purse of $300 a side, and an additional purse of $500, offered by the Association, and the Professional Championship of America.
7. Twenty-mile Amateur Bicycle Race for the Columbia Prize Cup, valued at $1,500. This cup shall become the personal property of the competitor who is first, for three times, winner in said races for it, or who, in winning one of said races, covers the twenty miles within one hour.

☞ Entries for all races to be made to E. M. BAILEY, Secretary of Lynn Cycle Club Track Association, Lynn, Mass., accompanied by an entrance fee of $1.00 for each event, except the 20-mile entry, which is $5.00, returnable to all who complete the distance.

☞ Entries close May 26. All entries will be received subject to the decision of the L. A. W.

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W., at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.

EVENTS.

1 Mile Amateur Bicycle.—League National Championship.
1 Mile Amateur Tricycle.—League National Championship.
1 Mile Amateur Bicycle.—Mass. State Championship. (Entries Limited to Massachusetts Riders.)
1 Amateur Bicycle.—Novice.
1 Mile Amateur Bicycle.—Handicap.
1 Mile Bicycle.—Invitation Race.
3 Mile Bicycle.—Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee $1.00. No fee for invitation races. Entries close 17 May.

The Racing Board L. A. W. reserves the right to reject any or all entries to the National Championship.

Admission to the Races, 50 cents.

SEND YOUR ORDERS FOR

Papa Weston's Log Book

to this office. Price $1.25.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST

Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts.

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

FILL YOUR LAMPS WITH

QUADRANT ILLUMINATING OIL.

Make Your Bearing Run Smoothly with

QUADRANT • LUBRICATING • OIL.

$1.00 a Quart. Samples, 25 cents

SPECIALLY PREPARED BY

J. A. R. UNDERWOOD, WASHINGTON STREET, DORCHESTER, **BOSTON, MASS.**

Be Sure and Visit the

BOSTON CLUB SHOW

During the League Meet,

MECHANICS' BUILDING, HUNTINGTON AVENUE,

MAY 27, 28, 29, AND 31.

Good Music, Home Trainer Races, Fancy Riding, Etc.

SEE THE WHEELS.

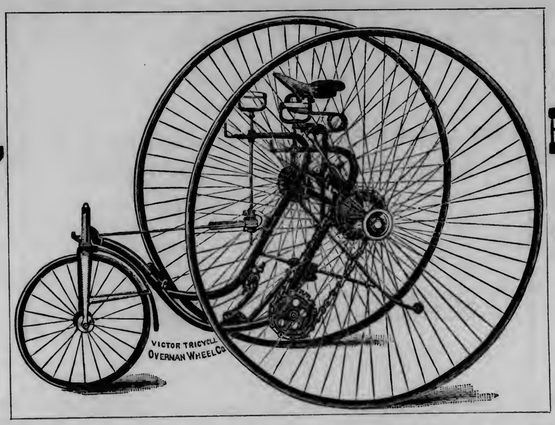
VICTOR TRICYCLES.

Compressed Tires,

GUARANTEED TO STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

THE STRONGEST AND STIFFEST TRICYCLE ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

We have a few '85 PATTERN VICTOR BICYCLES, which will be sold at Bargain Prices.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



Bicycles, Tricycles and Sociables at Second-Hand Prices.

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

PRICES REDUCED!

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. ——— BRANCH HOUSES ——— 115 Wabash Avenue, CHICAGO.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$2.00 a Year. 5 cents a copy. | BOSTON, 21 MAY, 1886. | Volume XIII. Number 3.

ARE YOU TIRED?

"My new 60" Victor is here, and I'm more than glad I waited for it. A 54" was gotten for Mr. S. G. Smith, who found it too large for him. Our captain has bought it, and Mr. S. is to have a new one. We both swear by Victors, and the other fellows who have —— light roadsters are tired to think they wouldn't wait. We lay them out."

H. R. CHURCH,
Troy, N. Y.

There are several "tired" riders. We hear from them every day, in this way: "We were told we couldn't get Victors"; "I am sorry now that I didn't wait"; "Will you take my —— and give me a Victor?" etc., etc.

We don't sell Victors by telling riders they can't get other wheels.

We don't "bulldoze" our trade; we buy it with merit. Nothing shows such high grade construction, and no price so reasonable, — a price reasonable without being obliged to "greatly reduce" it.

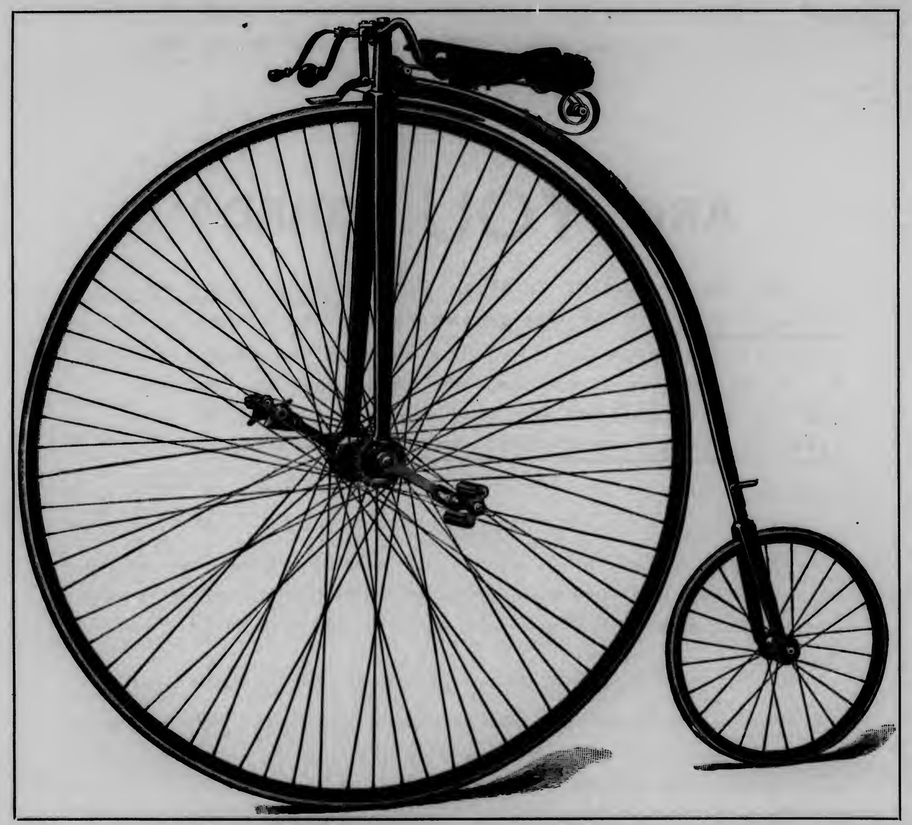
Know us as wheelmen among wheelmen, who are working to give wheelmen good work for fair pay.

OVERMAN WHEEL CO.

182 Columbus Avenue, Boston.

THE NEW RAPID

With True Tangent Wheel.



THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

SEND FOR CATALOG.

S. T. CLARK & CO. - - - - Baltimore, Md.

BICYCLING WORLD SUPPLEMENT.

21 MAY, 1886.

MAKERS' AMATEURS.

FACTS VS. FICTION.

The Bold Game of the Racing Board Exposed, or, How Innocent Men are adjudged Guilty of Professionalism.

The May number of the *Wheelman's Gazette* will contain the following :—

Having criticised the recent action of the Racing Board in expelling certain men from the amateur path, and from membership in the L. A. W. without good and sufficient reason, our motive has been called in question ; but our readers may rest assured that it was a simple one, the desire for justice. We believe in fair play and will not uphold the League or its Board in any unjust measure which affects its members. We say unjust, because our former position on the Racing Board placed us in position to know whereof we speak. As the transactions of the Board were of an official nature, we did not feel at liberty to use them, but, thanks to Chairman Bassett, the way is open, for by a breach of faith, or, in other words, the publication by him of what should have remained the secrets of the Board, we feel at liberty to state a few facts, and to show the public how lame are the causes for which the racing men were expelled. We print the following article which appeared in the *Cycle* of 7 May, and from its nature must have been written by the Chairman of the Board. The *Cycle* says :—

The Springfield Club requests that specific charges be made in the cases of some of its members who have been declared professionals by the Racing Board. The Board having disposed of the cases refuses to furnish specific charges; but it may be worth the while to state that proceedings were instituted against two of these men on the basis of a document furnished the Board, and signed by the president of the Springfield Club.

Yes, the Springfield Club did make a demand upon the League for specific charges. Why? Because the president knew how flimsy they were, and that the Racing Board or the offices of the League *dared not publish them.* The club made the following demand, 20 April, one copy being sent to President Beckwith, and one to Secretary Aaron. Up to date, 17 May, we have not so much as received an acknowledgment of said letter, which, to say the least, is not courteous treatment to a club composed of eighty active members.

SPRINGFIELD, 20 April, 1886.

DR. N. M. BECKWITH, PRESIDENT L. A. W.:

By the recent action of the Racing Board, L. A. W., three of our members — A. O. McGarrett, Geo. M. Hendee, and F. W. Westervelt — have been deprived of their League membership and privileges. Such action necessitates either the expulsion of the gentlemen named from our club or the withdrawal as a body from League membership, should we still desire to retain these gentlemen.

At a meeting of our members held this evening it was voted that an expression of our sentiments be sent both to yourself and to Secretary Aaron, in which should be made an avowal of our loyalty to the L. A. W. and a protest against the action of the Racing Board.

As Messrs. McGarrett, Hendee, and Westervelt have been expelled from the L. A. W. for failure to reply to certain charges against their amateur standing made to the Racing Board, we have this day suspended these men from active membership pending investigation of the charges preferred by the Racing Board. It is our firm belief that our suspected members have had no *specific* charges made against their amateur standing, and we deem the action of the Racing Board most unjust, inasmuch as the failure to answer certain questions does not carry with it the verdict of guilty. We desire to endorse the L. A. W, and its policy as long as it appears to be wise and just, but we beg the privilege of protesting against any such method of proceeding as the Racing Board has adopted — that of accusing a man of violation of certain rules, then requesting him to prove his innocence. We feel that a more just position to assume would be to prefer specific charges, with proof of same, and request that innocence then be proven.

We, therefore, Mr. President, respectfully request that we be furnished with a copy of such charges or protests as may have been lodged against Messrs. McGarrett, Hendee, and Westervelt, that we may act understandingly in the matter, and not expel, without good and sufficient reasons for so doing, men whose membership we value.

SPRINGFIELD BICYCLE CLUB,
SANFORD LAWTON, *Secretary.*

Our failure to receive a reply from the League, coupled with the statement of the chairman of the Racing Board, that the members were expelled upon evidence furnished by Mr. Ducker, as president of the Springfield Bicycle Club, places that gentleman in a rather unpleasant light, unless the other side of the case is presented. A statement of the mode in which the Board transacts its business is necessary to a thorough understanding of the case. During Mr. Ducker's membership of the Board, *all* cases except the wholesale expulsion of the past month were transacted as follows: "A" sent a protest to the chairman of the Board stating that "B" raced at some county fair, or other charges which would make him a professional. The chairman immediately forwarded the protest to Mr. Ducker, who proceeded to investigate the case by writing letters to "B," stating the protest and asking for proof of his innocence ; also writing "A" to substantiate his charges. When the evidence was all in, the whole was pinned together and sent to the chairman with a report as to the finding and such recommendations as Mr. Ducker might suggest. The whole was then submitted to the Board for action. After the members of the Board had voted, the chairman reported his findings in the *Bulletin.* This was just as it should be, and according to the rules laid down for the guidance of the Racing Board.

The recent action of the Board was not only unjust, but it was unconstitutional, as is plainly shown by an article of the Constitution of the League, which we here give : —

It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the chairman of that board, who will provide for an investigation by a member or members of that board. Suspicious circumstances, which are, in the judgment of any member of the board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which led to a reasonable doubt, and call for an answer to the charges or a removal of the reasonable doubt. Silence and failure to reply to charges presented within thirty days will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring the party a professional, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned is a member thereof.

Can any one tell why the above article was not lived up to by the Board? We are inclined to the belief that Chairman Bassett, in his zeal to carry out the rules of the League, forgot himself, and went so far as to not even consult his fellow members. According to his own statement, the line of action was adopted upon the approval of the Executive Committee — Dr. N. M. Beckwith, Stephen Terry, and T. J. Kirkpatrick — not the Racing Board. But the Executive Committee, it seems, are responsible for the unjust action of the Chairman of the Board. The history of the proceedings is as follows : —

LEAGUE OF AMERICAN WHEELMEN.
RACING BOARD.
ABBOT BASSETT, Chairman.

Private Work.

BOSTON, Jan. 31, 1886.

H. E. Ducker, Esq.:

DEAR SIR, — Please prepare for me at your earliest convenience a list of racing men in your district, whose amateur status is in doubt. Prepare the list as follows :

A. Under A give me a list of those whom you may suspect of having received money for racing, either in the way of salary, gift, or direct payment, and give the name of the parties from whom you have good reason to suppose the money came.

B. Under B give me a list of those whom you may suspect of having received money to pay hotel and traveling expenses, either from club or manufacturer, and give the name of the parties from whom you have good reason to suppose the money came. Let the list reach me not later than February 15.

Fraternally, A. BASSETT.

Give P. O. addresses of all parties.

Believing that there was a cat in the meal somewhere, Henry E. Ducker, thinking not to make a scapegoat of one or two, but to have a chance to investigate the standing of all the racing men in the New England District, sent in the following reply : —

LEAGUE OF AMERICAN WHEELMEN.

RACING BOARD.

ABBOT BASSETT, Chairman.

SPRINGFIELD, MASS., Feb. 9, 1886.

Abbot Bassett, Esq.,
Chairman Racing Board:

DEAR SIR, — I send you a list, as I *think*, only not for publication, in reply to yours of 31st ult.

Wm. A. Rowe (*a*), Pope Mfg. Co.
Ed. P. Burnham (*a*), Read and Overman.
G. H. Illston (*a*), Pope Mfg. Co.
F. F. Ives (*a*), Pope and Overman.
Geo. M. Hendee (*a*), Overman Wheel Co.
F. W. Westervelt (*a*), Overman Wheel Co.
W. N. Winans (*b*), Pope Mfg. Co.
D. E. Hunter (*a*), Wm. Read & Sons.
Wm. H. Huntley (*a*), Stoddard, Lovering & Co.
W. A. Rhodes (*a*).
John Williams (*a*), Underwood.
H. D. Corey (*a*), Stoddard, Lovering & Co.

Yours truly, HENRY E. DUCKER.

Such is the protest, but the chance to investigate never came, and upon the strength of the above, so the Chairman of the Racing Board says, the men were expelled. Will the members of the League stand by and see such injustice done? We fancy not, and we trust that at the coming meeting they will be free to express their disapproval of the Board's action.

After mailing the above, Mr. Ducker instituted an investigation of some of the above men, and can under oath prove that those investigated are innocent of any of the chairman's charges, while one of the very men the Board has reinstated — Mr. Ducker has it from his employer — was paid to race, and had Mr. Ducker been given the chance according to the rules, he would have produced the evidence.

Mr. Ducker's resignation from the Board has been attributed to various reasons, mostly to his interest in the tournament, which is not the case, for if he had had the best interest of the tournament at heart, he would have worked with a will to keep these men in the professional ranks, as what would draw better than a race between, we will say, Howell, Wood, Hendee, Rowe, and others? Mr. Ducker resigned because as president of the Springfield Bicycle Club and member of the Board a conflict of opinion was liable to arise, and, again, how could he, knowing the facts in the case, remain in the club and see its members abused? Even had he not been a member of the club, it would have made no difference as to his resignation, for he does not believe that the chairman of any committee should take any such important action without consulting the members of said committee. The first intimation which Mr. Ducker had of the proceedings was on the morning of Monday, 8 March, when Mr. Winans called upon him with these insulting circulars, asking for information concerning them. Mr. Ducker's first official notification of the proceeding was learned on Tuesday, 9 March, and is as follows: —

LEAGUE OF AMERICAN WHEELMEN.

RACING BOARD.

ABBOT BASSETT, *Chairman.*

BOSTON, March 8, 1886.

H. E. Ducker, Esq.:

DEAR SIR, — I have this day suspended from the race track in America a very large number of wheelmen on charges of professionalism and on the charge that they have violated Rule H. You will find the list in the *Bulletin* and the *World* of the present week. I send you a set of blanks which I have used and I think they will explain themselves. I have placed upon them (the riders) the burden of proof. Within a short time I shall have to lay before you very many cases wherein I shall recommend suspension from the track of all who cannot remove the doubts existing. I have filled in the blanks of A and D with the names of makers from whom I demand they shall furnish me certificates. The Racing Board will be severely criticised, but I hope we shall stand shoulder to shoulder. I have taken the course I have pursued after a consultation with the Executive Committee of the League, and they have cordially indorsed my plan, and encouraged me to proceed with it.

Fraternally yours, A. BASSETT.

The circulars are four in number, the chief points of each being as follows: —

[FORM A.]

You are hereby notified that the Racing Board of the League of American Wheelmen is in the possession of evidence which makes your status as an amateur wheelman under its rules a matter of reasonable doubt.

It is charged that you have received for engaging in the sport of cycling, and more especially for riding a particular make of bicycle or tricycle, money gifts or benefits from the following persons or firms, or their agents: —

Enclosed find certificates which the Racing Board requires you to return with the signatures of the parties specified thereon.

Please find also a blank certificate which you are requested to sign, if the statements therein are true, and return to me. ABBOT BASSETT,
Chairman Racing Board L. A. W.

In view of the protest made by Mr. Ducker under date of 3 February, was a more bare-faced misconstruction ever made in print, than the statement of the Chairman of the Racing Board, that the evidence upon which two of the members of the Springfield Bicycle Club were expelled was furnished by Mr. Ducker? Yet the only letter Mr. Bassett has from him on the subject is the one printed herewith. The above circular, "Form A," was signed by Mr. Bassett as chairman of the Racing Board, but as a member of the board having a knowledge of its action at that time, Mr. Ducker wishes to clear his skirts.

[FORM D.]

You are hereby notified that the Racing Board of the League of American Wheelmen is in the possession of evidence of your infraction of Rule H of the Racing Board. A reasonable doubt of your innocence exists, and you are requested to take the steps necessary to remove it by furnishing to the Racing Board such certificates, signed by you and others, as the Board may demand.

It is charged that the following persons, or their agents, have paid your hotel bills, railroad fares, or board bills, or have, directly or indirectly, wholly or in part, contributed towards the payment of your living or travelling expenses while you have been engaged in the sport of cycling, or travelling to and from race meetings: —

.....
.....
.....

Enclosed find certificates which the Racing Board requires you to return with the signatures of the parties specified thereon.

A blank certificate is also enclosed, which you will please sign if the statements contained therein are true, and re urn the same to me. ABBOT BASSETT,
Chairman Racing Board L. A. W.

Form D is evidently cut out of the same piece of cloth as "Form A." The cloth, however, is not the regulation League cloth, or there would be more truth in it. We now come to the obnoxious rule H, which we reprint with the comments of Mr. Bassett in the *Cycle* of 7 May: —

"We believe in the League of American Wheelmen, its Racing Board and all of its rules, except Rule H. . . . Was there ever a more absurd rule adopted by a body of men elected to serve their constituents' interests?" — *Wheelmen's Gazette.*

Among the records of the Racing Board is vote on the Racing Rules taken in February last. The editor of the *Wheelmen's Gazette* was a member of the Board at that time, and his vote is recorded in favor of Rule H

The comments of the *Cycle* are unnecessary, and the editor should have the courage to publish the comments of Mr. Ducker on Rule H, which went with the vote. It is entirely unnecessary to suppress any of Mr. Ducker's notes or comments to carry a point, as he is willing to stand or fall by his actions. We will not try to refute the above, but leave it to the honesty of the *Cycle's* editor to publish the truth, the whole truth, and nothing but the truth. Mr. Ducker has nothing to fear, and feels that the ground he is treading on is perfectly safe, and he courts investigation and inquiry into the truth of all the above statements.

Foreign Flashes.

WE had an interview the other day with an eminent would-be makers' amateur, who was particularly wroth with two of the leading firms who would have none of him. With a wearily bitter sigh he said, "I do n't know what things are coming to! There'll soon be nowhere to go at all for a machine." We ventured to suggest that in time he would have to pay for his mount. A fine fury flashed from his eyes, while his nostrils curved and his voice trembled as he hissed out, "Never! I'll make one myself, first." Grand old bulldog spirit this! — *Wheeling.*

THE racing prospects of the year are considerably improved by the prompt action of the Union in rescinding the suspensions. The element of absurdity which, on the face of the transaction, seems to stand out in bold relief will disappear if the critic, even without the secret knowledge which the Executive possesses, considers the difficulties that body had to encounter. — *Wheeling.*

THE *Cyclist* says in regard to the Springfield Bicycle Club's offer to the N. C. U. to pay all the expenses of the English racing men during their stay at Springfield next September. "For our own part, we trust the N. C. U. will give no official acceptance to this offer, as we think the precedent an extremely bad one. If the Springfield promoters' arrangements are accepted and allowed to "do" for the International Championship, why should not other offers of a similar nature made, for example, by the Hartford or Lynn people be likewise recognized? Why favor one race promoting body more than another?

THE *Tricycling Journal* just faints dead away because it thinks it has discovered that the dainty "*Violet Lorne*," the *Bicycle News* contributor smokes cigarettes! Oh, naughty Violet!

KENNINGTON Oval, Surrey, is reported as having been in horrid condition during the races that took place 17 April. It was soft and full of pits. No wonder that 44 minutes was the best that could be done for the ten miles. All the times, as given, struck us as being remarkable for slowness; but the above accounts for this.



Apollo Bicycle.

Ball Bearing Head, Detachable Bars, and all Latest Improvements.

Singer's Straight Steerer,

The Fastest Tricycle Built.

Springfield and Traveller Tandems.

Catalogues free. Send for Second-hand List.



Adjustment in Height in Front.
Adjustment in Height in Rear.

Adjustment in Length.
Adjustment in Width.

A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

MACHINES FOR HIRE DURING THE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no bother or further expense, getting a nicely cleaned and oiled machine each morning.

TERMS ON APPLICATION.

LEAGUE STOCKINGS

We have on hand a small job lot of L. A. W. Stockings, which we will close out to League members only, at $1.25 by mail, postpaid.

Sizes, 9½, 10, and 10½.

CASH MUST ACCOMPANY ORDER.

GOODS GUARANTEED.

Parties sending crated machines to be used at the League Meet, may consign to our care, when we will uncrate, set up, and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges and without trouble to the owners.

Please notify us and send B. L. when shipping.

Visitors to the Meet will find our Store open from **7 a. m. to 10 p. m.** and no effort will be spared to make things pleasant for visitors.

W. W. STALL.
ODD FELLOWS' HALL,
509 Tremont Street, 4 Warren Avenue,
BOSTON, MASS.



We do the only general business in Boston, being agents for **STAR, COLUMBIA, CLUB,** and other makes. Furnishing anything desired from stock or to order.

Our exhibit at the "Cycleries" will contain a sample of our Custom Work, being a full seven-eighths tired Cripper Tricycle, suited for practical road work, weighing, with saddle and pedals complete, forty-nine and three-fourths pounds. We shall also show the Star Bicycle in perfected form, and think that the Hollow Frame Light Roadster, will show up well in comparison with the best wheels in the show. Our Repair Department will be practically illustrated in the Storage Department, where we will "fix 'em up," *ad lib., gratis.* We have a large line of Second-Hand Wheels which will be sold at low rates.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance	$2.00
Six months "	1.00
Three months "	.60

Special Club subscription received at $1.00 if sent to headquarters.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 21 MAY, 1886.

EASTWARD ho!! Yes, Eastward the course of cycledom will take its way, if we may be allowed to paraphrase and reverse the familiar quotation.

DOCTOR BECKWITH has consented to again stand as candidate for the presidency. He comes to the Meet with a pretty solid backing from New York and Pennsylvania. The Doctor's decision will shake Mr. Ducker's chances very materially.

WE are happy to announce that all arrangements for the Meet next week are complete. The crowd can come along and be sure that a welcome will be extended to all. The committees have done faithful work.

BUT the question now comes up, who is to be the next president? Burley B. Ayres and Dr. Beckwith seem to be pretty strong in the territory west of New England. While Ducker will not carry the latter territory unanimously by any means.

EVERY cyclist should come prepared to stay over until the evening of Monday, 31 May. The cup of his satisfaction will not be filled unless he stays and sees the races at Lynn.

MR. DUCKER pays his respects to the Racing Board, as will be found on turning to our supplement this week. To the expelled, the suspended, the suspected men, and their friends, this will prove most interesting reading.

Verax in *Sporting and Theatrical Journal* says, in regard to the Presidency of the L. A. W.:—

"All this talk about the West's having the presidency is sheer nonsense. What matters it to us whether he comes from Maine or California?" *Verax* shows a broadness of feeling that should be carefully taken to heart by every Western and Eastern cyclist. What we want is the right man in the chair, no matter which section he hails from. The time for petty sectional jealousy is past; we must pull together for the best man, whether he comes from Alaska or Maine.

THE *Vermont Bicycle* has an excellent article in the May issue on the subject of highways. It says: "We apprehend there is much to be done to bring the roads into the condition to which we refer, but there is more to be done to bring the people into a willing frame of mind to have the improvements carried out." It is a lamentable fact that the average farmer requires a great deal of reasoning to prove to him the false economy of letting the highways remain almost impassible for vehicles of any kind.

THE cyclist has a mission other than the mere riding for pleasure, and that mission is to educate and to influence the town authorities and the public up to the standard where they will require, nay insist, on the maintenance of the highways in the highest state of perfection.

A CORRESPONDENT in the *Cycle* signing himself "Dealer" argues in favor of the parade at the League Meet. That is all right. But when "Dealer" comes to get in his logic we confess to a density in not being able to follow when he says: "The wheelmen are not slow to ask the dealers to pay the bill of the Meet, and if they do away with the parade, what particular benefit will the dealers derive?" Do the "dealers" get so much a head for every cyclist who appears in line?

SUBURBAN hotel-keepers are beginning to appreciate the fact that the cyclist is becoming a source of income to them, and, consequently, they are making strong bids for the wheelmen's patronage. We are glad to see this, and we believe that the time is not far distant when the demand for more small and snug out-of-town hostelries will create a supply, and our suburbs will be thickly dotted with the cyclists' resorts for rest and refreshment.

IN talking with one of the proprietors of a well-known suburban hotel, he complained that very often the conduct of some of his patrons, from whom better things should be expected, was not always up to that looked for in gentlemen who had arrived at years of discretion. We have heard this complaint before from other sources, and we have fallen to wondering if donning shorts and stockings has such a direful effect on a man as to change him from the ordinary sedate and polite being into a trifling boy.

THE suit Overman *vs.* Pope Manufacturing Co., for damages for infringement of the Bown patent, is postponed to May 27, at request of the Pope Manufacturing Co.

HAMPDEN PARK is now the scene of great activity, as the authorities are putting the track in proper trim for cycling. As soon as this is accomplished, the racing men will no doubt put in an appearance for training. As the Racing Board will not accept records made against time, it is proposed to have a series of weekly races, say on Saturday afternoons. In this way records can be made in "open events," of which one week's notice will be given, according to rules.

League Meet Pointers.

BE on hand.

FIVE days of solid enjoyment.

BEGINNING with the hill climbing contest and finishing with a grand day's sport at Lynn. We might have appeared a bit sleepy to outsiders, but we are very wide awake now.

THE preparations are complete. All we need now are the guests, so come along.

MEMBERS of the Reception Committee will be on hand to meet visitors on the arrival of every through train.

REMEMBER, that the most complete arrangements have been made for the storage of wheels at the Mechanics Fair building, Huntington Avenue, and that the checking system will be used, thus avoiding loss or delay.

IF you ship your machines ahead, tag them to care of Mechanics building, and mark not to be delivered at that place before Wednesday, 26 May, in the afternoon. If you send your machine that way, notify Charles S. Howard, care Boston Daily *Globe*.

W. W. STALL will have a competent corps of repairers on hand to "fix up" your wheel, if needed.

LOOK at the programme of the three days' meet, which you will find on another page of the paper.

REFER to page fifty-six of the 14 May issue of the WORLD, and see the arrangements made for wheelmen on the local roads.

REFER to page eight of the 7 May issue of the WORLD, and note the arrangements, routes, etc., for transportation from distant points to Boston.

HOTEL rates, distances from rideable surfaces, and other information in *re* same will be found in this paper.

DR. W. G. KENDALL'S run to Nantasket should be borne in mind by those who want a sniff of the salt sea air.

THE limit of tickets to the banquet is three hundred, and the price thereof is $2.50. If you want tickets, write H. W. Hayes, 91 State street, Boston.

THE concert arranged to take place at Music Hall on the evening of 27 May, will contain fifteen numbers, and will be rendered by an orchestra of forty pieces.

THE minstrel show on the evening of 28 May by the Jeffries Oxford Club will be an event of the most enjoyable character.

THE Home Trainer races every evening at the Boston Club Show, should be carefully borne in mind.

THE Boston Club tricycle race will be divided into two classes; one for straight amateurs and one for the promateurs. Entries by mail to Capt. Tombs, 87 Boylston Street.

The Union Grounds track is being put in good shape.

Booms and Boomlets.

OUR boomlet factory is a little out of gear this week. W. S. Atwell, from Reads, came up to our sanctum and asked us to boom him. On our refusing to lend ourselves to any such scheme he blew one of his "squawkers" which, for villanous sound can discount Stall screamers tenfold. The noise utterly shattered the delicate mechanism of the "boomlet" apparatus, and our office boy was rendered an utter imbecile; he will we fear be unable to write any more letters to his "dere frend jonny" for some time to come. We managed to gather up the scattered pieces (not of *willy*, but of the "boomlet" machine), but it is acting in the most crazy manner, we turn the crank and get the following:

We consider OURSELVES as entitled to election, and we cannot at all understand how any one can object to voting for us. There is not a single "out" about us, except that we are out of pocket, and are out at the elbows, and that the knees of our trousers bag out and are frayed out at the bottom. But why should these things make any difference? If elected we would use our position for mercenary purposes. We would have all our expenses paid out of the League funds. We think we ought to be elected, and think we will be.

We nominate Karl Kron for president. He is not a member of the League, but that don't make any difference; he knows just how everything ought to be run. If elected, every member will be compelled to ride X M miles, and we believe in the encouragement of touring. "Nickel plate and white flannel" would be compulsory under his administration, and every one would be obliged to present at the end of each year a detailed statement of each ride taken in the following style: "Left Athens 3 seconds past 6 A. M.; put on a clean pair of cotton stockings, which had been ridden 801,03 miles; then rode to corner Blank street, 1 mile, 3 furlongs; time 6.13 A. M. Here there is a fine view of back yards. Stopped and cleaned machine and had a drink of water." But enough; this gives you a style and tends to cultivate accuracy, and he should be elected.

We boom H. S. Wood, of Philadelphia. He don't like "London W," and we don't blame him. He shows his good sense, and he ought to receive every vote that you have got. We shall vote early and often for Mr. Wood. The only objection we can see to his election is the fact that there will be a vacancy in the secretary's office.

We have been offered bribes to boom the following, and we therefore boom them in a left-handed way.

The *Herald* says: "Dr. W. G. Kendall wheels to his office in Randolph every Friday, accompanied by his favorite bull terrier Bess. Bess is a fine roadster, and 30 miles a day are nothing to her." We won't boom the doctor, but the bull terrier "Bess" has our hearty support and sympathy. We boom Bess.

S. T. Clark, of Baltimore, is too "Rapid for us, see? This is more of a jokelet than a boomlet.

G. D. Gideon. Any man who uses devils in his ads. will never get to heaven—no, we mean be president. We do not care if he is "Invincible," he won't get our vote.

Locke's Hill

CAN be no longer called unconquerable, as it has been ridden for the first time on a crank machine. Some two years ago Corey Hill was pointed out as being unrideable, and it was believed to be so until Harry Corey rode it. Last issue we published the fact that Locke's Hill, Watertown, had never been ridden on a crank machine; but to-day we have to announce that the first ordinary bicycle ever ridden up this hill, was ridden by Harry Corey, last Sunday, in 2.33. The distance, from point of start at the street at foot of hill to the hydrant at top of hill, is just one quarter of a mile. The machine he rode was the Rudge Light Roadster, made and presented to him by Rudge & Co., last season. Kirke Corey tried to get up, but could only cover two thirds of the distance. Burnham also essayed the ascent on a bicycle, but fell short by about one quarter of the distance. Burnham went up the hill, last Saturday, on his Singer S. S. trike, and Kirke Corey went up on his "Bicyclette"; neither of these were timed. For those who want to try Locke's Hill, we would direct them to Palfrey street, Watertown, and there they will find it.

Lynn Notes.

PRINCE will be here on 26 May.

NEILSON has gotten down to hard work and is getting over the track in fine shape.

FIVE hundred wheelmen were out at the track last Sunday, and a good many of them tried the new surface and pronounced it fine.

THE principal topic of conversation now seems to be *in re* the promateur-Racing Board trouble. The longer this question remains in the state it does, the more the Lynnites become emphatic in their admiration (?) of the L. A. W. rules.

THE buildings are all well along and will be done in ample time for the 31st.

JUST who will own that Pope Cup, after 31 May, is now the question that is bothering the boys.

WE hope every visitor to Boston at the time of the Meet will make it a point to wind up at Shoetown. We will guarantee a treat, and the satisfaction of seeing a record or two go to smash. S.

We are told

THAT Messrs. Prang are reproducing a painting by Henry Sandham, of a group of wheelmen on the road.

* * *

THAT C. E. Whitten will enter the Corey Hill contest, and he says he knows he can do better than he did last year, when he took second prize.

* * *

THAT Neilson took a header, a few days ago, and got a few minor bruises and a shaking up.

* * *

THAT S. T. Clark & Co. have struck it rich in the New Rapid.

* * *

THAT Rowe and Hendee will not do any riding on Sunday, this summer, and that they go to church instead, like good boys.

* * *

THAT plucky Stevens may have to give up after all. The 'Holy Russians' refuse him permission to pass through their territory, and

* * *

THAT he has applied to the English authorities for permission to pass through Afghanistan.

* * *

THAT Western cyclists are growling because of lack of information in rearrangement for the League Meet.

* * *

THAT cyclists are allowed to ride on the sidewalk in Wyoming Borough, Pa., providing they don't speed up faster than four miles an hour, and use bell and lantern.

* * *

THAT the best way to keep a nickel wheel from rusting is to sell it and buy an enamelled or painted one.

* * *

THAT Messrs. Martin B. Breck and Charles Jordan, of Springfield, Mass., will do England a-wheel this summer.

* * *

THAT the New Orleans men have come through so far on time, in good condition.

* * *

THAT vials of wrath are to be emptied on our heads by Dalt Wheelman because we allowed our printers to spell his *nom de plume* "Junius," instead of "Juvenis."

* * *

THAT from 6,000 to 10,000 wheelmen will be in Boston during the Meet.

* * *

THAT there was an unnecessary amount of alarm shown by some of our out-of-town contemporaries, lest the League Meet of 1886 should prove a failure.

* * *

THAT the Springfield Club men are crying for more room, and that consequently about 1 June will see them in more commodious quarters.

THAT the Rhode Islanders are trying to get up a road race from Providence to Warren.

* * *

THAT H. D. Corey denies that he and *his wife* were among the Raymond tourists at Denver, and that he is down on the *Tribune* of that city for so reporting it.

* * *

THAT it is intended to add to the facilities of the Boston Club a crematory and a spirit-cabinet:—

> Departed members then will *burn*
> To greet their friends on their return,
> And view their ashes in an urn.

* * *

THAT each day of the League Meet, at sunrise and at noon, Dalt Wheelman will "blow his own horn" on Boylston Street, and Stall will respond from the south on his "screamer." Only the trump of Gabriel is louder than these.

* * *

THAT unless Joe Pennell trims his "hyacinthine locks," he will assume the *nom de plume* of Rev. Stiggins.

* * *

THAT the dates for the Springfield tournament will probably be 14 to 17 September, inclusive.

* * *

THAT Percy Furnivall and Sanders Sellers have passed the first examination of the College of Physicians and Surgeons.

* * *

THAT tricycling seems to be gaining great favor among the ladies of St. Louis. Among those most frequently seen on the road are Miss Stone, Miss Colcord, Mrs. Berry, and the Misses Young.

* * *

THAT the Michigan Division L. A. W. Tournament will be held at Detroit, Thursday, 24 June. Annual business meeting in the forenoon. Parade and Races in afternoon. Banquet in evening.

* * *

THAT the new quarter-mile track of the Detroit Club is being pushed rapidly forward, and will be completed 1 June. Munger will train there this summer.

* * *

THAT a number of Virginia wheelmen are coming to the Meet. They will wheel from Providence to Boston.

* * *

THAT scorching on the road is now punishable in St. Louis by a fine of lemonade for the crowd.

* * *

THAT tights for road riding are frowned upon by our Western friends.

* * *

THAT Van Sicklen, of Chicago, is looked on as the ideal rider by the St. Louis *Spectator*.

THAT the spring weaving of the C.T.C. cloth is off the looms and is ready for delivery. "It is as fine as silk," and that visitors to the Meet should not leave Boston without a C. T. C. uniform.

* * *

THAT Mrs. Stall's new tricycle, built by "W. W.," is one of the neatest things in wheels ever produced.

* * *

THAT Bull & Bowen offer a Home Trainer as a special prize for the Boston Club Home Trainer races.

* * *

THAT the Salkeld family were the first to apply for L. A. W. dinner tickets.

* * *

THAT the Cambridge Club runs local politics for the cause of cycling.

* * *

THAT nearly all the clubs about Boston will attend the show early in the evening, and then go to the concert afterwards.

* * *

THAT the fun won't commence in the latter place until the hours are well on.

* * *

THAT London W. has been teaching Pedals how to ride the Rover.

The Cycleries.

THE Boston Club show will be a success. There is no doubt about that, as will be seen by the following partial list of exhibitors who have already secured space. The Pope Manufacturing Company, the Overman Wheel Company, Coventry Machinist's Company, William Read & Sons, W. B. Everett & Co., J. A. R. Underwood, A. C. Spalding & Brothers, Gormully & Jeffery, H. B. B. Smith Machine Company, W. W. Stall, S. T. Clark & Co., L. H. Johnson, the WORLD, the *Wheel*, the *Cycle*, the *Bulletin*, Ducker & Goodman, C. H. Lamson, McCoy & Williams, G. D. Gideon, Blair Tourograph Company, Foote's safety attachment, Julius Wilcox, E. P. Howe. Loan exhibition of peculiar machines, new and old. Any one having any interesting cycle will greatly oblige the Boston Club by loaning it for the exhibition.

Menne's lubricating and illuminating oil, Wright & Ditson, Strickland & Pierce, C. M. Clarke, E. H. Corson, G. P. B. Hoyt, Humphrey's Spring Company, John Harriott, Novelty Pop Corn Company, Thomas Soda Water Company, Bull & Bowers, Greghill Manufacturing Company, Stoddard, Lovering & Co.

WE hear that it is about time the Boston Club's road committee began work towards having the route of its next road race surveyed.

WE are told that the League has offered its support to Gid Haynes in his trouble with the Malden police.

Manhattan Meanderings.

WHEELING society has been shaken to its foundations, to use the society paper diction. It happened thusly: W. G. Adams was a clerk in Sweetser, Pembroke & Co.'s large dry goods store. W. G. received ten dollars per week; but ten dollars did not suffice for W. G.'s wants, and his cupidity being aroused by the sight of the large amounts handled daily by the cashier he determined to possess him of some of it. So he took a vacation, forsooth; but instead of hieing him to his "aunt's in the country," he stayed in the metropolis and plotted a visit to a costumer's, and W. G. came forth in all the secrecy of a heavy mustache, a heavier wig, and a villanous patch over his eyebrow. Last Friday he went to his place of employment, passed in unrecognized, and stationed himself near the safe, satisfying those who asked his business with the reply that he was waiting for the engineer. Shortly after 8 A. M. the assistant cashier came downstairs, opened the safe and took out the cash-box, containing $1,500. Now was the time for the amateur burglar, and rushing on his victim he endeavored to squirt chloroform into his face, but failing to stupify him, he gave him one "fell" stroke with a long piece of lead pipe, to which he had lovingly clung all the morning. An outcry, and twenty employees rushed to the rescue, grabbed the embryo Dick Turpin and secured the boodle. An officer quickly relieved him of his superfluity of hair and his protective patch, and there stood Adams, the fellow-clerk. Scene II. opens in the police court, and the *finis* will be Sing Sing to very sad music. And now what has all this to do with wheeling? Nothing more than that Adams was a recently elected member of the Harlem wheelmen. He will be expelled at the next meeting, which the members think cannot come soon enough.

THE League Meet somewhat pales the Inter-Club race, which, as you know, will be contested on the 12th. The Citizens have not been able to get up a team. I regret to say that my hopes of the Pegasus W.C.'s success have been sadly shattered. Owing to the death of Mr. Taylor, father of the Taylor boys, and uncle of Scorcher Gilson, the Pegs will not be represented. The Hudson Co. Wheelmen, after two postponements on account of rain, will select their team to-morrow by a contest over the course. I think the cup will be won by the Elizabeth wheelmen, who have the advantage of knowing the road, and are doing some tall work.

IT is now an accepted fact that Dr. Beckwith will again run for the League presidency. If some good man had been nominated, the "Doc." would have gladly given way to him. As it is, he has been induced to reconsider his determina ion to withdraw from League leadership. New York and Pennsylvania think they control the League presidency, and they will combine on the doctor. I have just learned that Mr. Ducker will be nominated, and that an active canvass will be made for him. Now, Ducker is energetic, enthusiastic, and his motives cannot be easily questioned. But these qualities are not enough from which to mould a president. Mr. Ducker is of that order who do, and do well, all the hard work, but who never can be set up on the pinnacle as a representative of the body which he would govern. On the whole, the "Doc." need fear nothing from Ducker's "boom."

THE Citizens are about settled in their new quarters. At the meeting to be held this evening two new members will be put up for election, and a proposition to raise the dues to $7.50 per quarter will be voted upon. Captain Ford has promises from forty men to attend the League meet, and the "Cits." will probably do themselves proud.

THE Ixions swarmed out on to the sunniest roads yesterday, even the "vet." Pitman, getting out on his tricycle, a rare sight since he became a benedict. This club will hold its fifty-mile club road race at Orange on 31 May. The course will be gone over three times to complete the necessary distance.

FROM the reports of different club men I think a large lively party will embark on the briney on Wednesday evening, the 25th, all bound for the League Meet. Many of the men will remain over and do the Lynn races.

THE King's County wheelmen hold a reception and entertainment at their rooms to-night.

TITNAM.

THE "Cycling Log Book" is out to day, and can be obtained at the WORLD Office, and of every dealer in cycling supplies in Boston, and will soon be for sale throughout the country. A "Log Book" and a "C. T. C. Uniform" should be in the possession of every cyclist on his or her return home from the League Meet. A very good feature in the "Log Book" is, that it will not be disfigured with advertisements. The Overman Wheel Company have purchased the exclusive right to advertise in the whole of the first edition—five thousand copies—and with rare good taste have determined to insert only one small card, and that at the end of the book.

THE medal received by Weber has the time engraved upon it, "Fifty miles in 3.7. and 38¾," and we presume this time to be correct. The time is remarkable when it is considered that the road has an elevation of more than five hundred feet, and the wind blew a gale. Kluge lost nine minutes in going back nearly half a mile to change machines, due to an accident that occurred to his regular machine.

The latest from Stevens.

[*The following was crowded out from last issue.*]

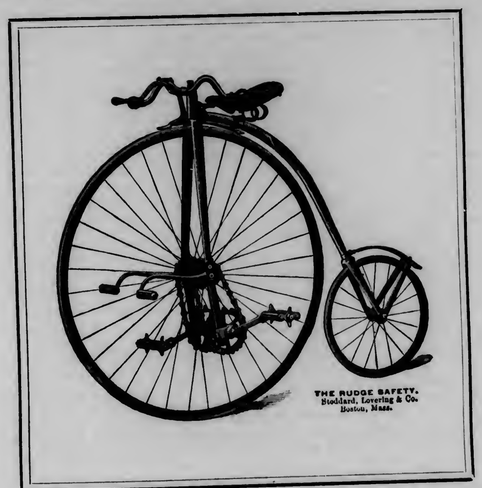
THOMAS STEVENS, whose tour around the world on a bicycle has been attracting great attention in Europe as well as in America, has reached Meshed, in Persia. A letter just received from him by *Outing*, at the instance of which magazine he is making the trip, will be the last news of the plucky bicyclist until he has either met his fate at the hands of the natives or completed his run. Mr. Steven's letter is as follows:

"I arrived at Meshed yesterday evening, after an almost continuous struggle with the elements for twenty days. I made the mistake of starting too early in the season, and have paid the penalty in the shape of swollen streams, mud, snow, rain and bad weather generally. It was summer weather when I left Teheran, but the climate of Teheran and Khorassan are found to be widely different. Starting out on 10 March, with summer helmet, low shoes and cycling stockings, a light outfit for warm weather, I reached Meshed on the 30th through two feet of snow. Khorassan is a fearful country to bicycle through in March. After a rain storm streams of liquid mud come down from the mountains and spread over the plain, forming an almost impassable barrier to a cycler. I have forded as many as fifty streams in a day, and the wind blows worse than it does in Wyoming or Nebraska. I have a little complaining to do, however, at this junction — a complaint of the Russians. After the Russian minister at Teheran speaking to me so fair; after going to considerable expense and trouble to provide myself with Russian money sufficient to carry me clear through to Japan, via Merv, Samarkand and Southern Siberia, I received notice when half way to Meshed that I would not be allowed to go through. Here, also, with "Holy Russia" blocking my road on one hand, I am assured on the other that I shall also be turned back at the Afghan frontier; that the Afghan Government, unable to guarantee my safety, will simply turn me back. This is comforting, to say the least. I am here the guest of Mr. Gray, an English telegrapher connected with the Afghan Boundary Commission. Knowing, before the news reached me on the road, that the Russians had refused to give me the road, he kindly sent a letter by the boundary commission courier explaining the difficulty to Col. Sir West Ridgway, and asking him to try and obtain permission for me to go through Afghanistan. The return courier with an answer is expected every day. The commission camp is some five hundred miles east of Meshed, and if no insurmountable obstacles present I shall probably reach India via their camp, Cabul and Peshawer. Great crowds are at this moment vociferously howling "Tomasha! tomasha! asp-i-awhen" (Let us see the iron horse), on the streets outside. Armed guards have just been stationed at our door by the authorities, to keep off the mobs.

THE RUDGE SAFETY.

MANUFACTURED BY

Messrs. D. Rudge & Co., Coventry, Eng., And Imported by **Messrs. Stoddard, Lovering & Co., Boston, Mass.**



Among the many types of Safety machines on the market is the Rudge Safety, which was introduced by the above-named firm in 1885. It is simply a miniature Rudge, with a hollow square bar extending from each side of the driving wheel down in a direct line to the front fork, eight inches. To the lower end of these bars is attached a ball bearing, through which passes a short axle. On the end nearest the driving wheel is keyed a gear wheel having fifteen teeth, and on the other end is a crank having from five to six and one half throw.

The principal movements for 1886 are the improved method of attaching the front forks by two bolts to the lower extension fork, and the New Lower Double Ball Bearing, which does away with all side shake.

The **FRONT WHEEL** is fitted with a **HOLLOW RIM,** seventeights-inch tire, and direct spokes.

The **HUB** is gun metal, and the flanges are three inches in diameter. The distance between the inner sides of the flange is three inches. The flanges are extended out three quarters of an inch on each side of the wheel, and have a row of teeth, nine in number, extending around them, the power being transmitted from the larger gear wheel mentioned to the hub of the driving wheel by means of a **MORGAN PATENT ENDLESS CHAIN,** which, from its peculiar construction, allows great freedom and ease of motion with very little friction. It has **RUDGE'S BALL BEARINGS** to all frictional parts, including pedals, the front wheel bearings being of a specially constructed pattern for this wheel.

The bottom ball bearings have been greatly improved. Owing to the great cross strain at the bottom, it has been advisable to add a new and improved bearing of double rows of balls, which far supersede all others for ease and durability, It is now perfection.

The **FRONT FORKS, HEAD, HANDLE BAR, BRAKE, BACKBONE, REAR FORKS, Etc.,** do not differ materially from the ordinary **RUDGE LIGHT ROADSTER.**

The **REAR WHEEL** is seventeen inches in diameter, fitted with a three-quarter-inch **HOLLOW RIM,** three-quarter-inch round tires, and direct spokes, as well as with **RUDGE'S BALL BEARINGS.**

The **RAKE** is about the same as the Light Roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on *terra firma.*

The **STEERING** differs in no way from the ordinary bicycle, and it is not "sensitive," as in the case where the forks are carried back of the centre of the wheel, instead of through it.

The **RIDER** is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel.

The weight of the machine, complete, including saddle and pedals, is but thirty-nine pounds. The extreme height is forty-two inches, and the length fifty-four inches.

Is is a very convenient machine for storage or transportation purposes, and is certainly one of the easiest to mount and dismount, while in propelling it equals the ordinary bicycle. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill climbing, and racing.

Its American agents have taken great care to have it built especially for the American roads, every point being carefully considered; and the Rudge Safety is, as its name implies, a bicycle combining the safety of a tricycle, and the speed and ease of a bicycle.

It lists, enamelled and nickelled, all sizes, and fitted with ball pedals, cradle spring, and long-distance saddle, at $135.

New Orleans to Boston.

THE three pilgrims from sunny climes report progress on schedule time. Up to present advices the going has not been the best in the world for a bicycle, but they report the worst as being over. The following has been received from Salisbury, N. C., and it will give an idea of the difficulties the tourists have had to overcome: —

"Our journey from Perdido to Evergreen was without interest. The wagon roads were wet and impassable for bicycles. Streams swollen, and in many cases bridges washed away, so we took to the railroad track. We found that portion of our tour anything but pleasant Our appetites astonished the natives, and it was only with great difficulty that the tourists got enough to eat. Milk, the main stay of a wheelman, was scarce, and as the towns through this section are DRY, beer could rarely be obtained. The walking being new to us, our feet blistered, and one of the funny sides of the tour has been the dressing of these blisters. We used up three small bottles of Pond's Extract, one box of Vulnerine, and something like a square yard of court plaster. At Evergreen we left the railroad track to try the wagon road, and found it a little the toughest that I ever attempted to ride. It was sandy, up and down hill, and so we gave it up, and prepared to return to the railroad. The distance back to the track was five miles, which we attempted to shorten by going through the woods in the direction of the road. After wandering about in the woods we fortunately found a colored man ploughing, who consented to quit work and pilot us to the track for $1.00. We came out of the woods three miles from Garland, at which place we got a splendid dinner, cooked to order, for 33⅓ cents each, and it was one of the most enjoyable meals we have had so far on our route. The tourists were so tired and discouraged by the loss of time, that we concluded to take the train to Greenville, twenty-six miles away, where we remained over night, and made an early start for Rutledge *en route* to Union Springs, nearly one hundred miles across the country in the direction of Columbia, Ga. The distance to Rutledge is twenty-two miles, and is almost one solid bed of white sand, which made wheeling quite impossible, except in spots through pine woods, where the "needles" made a solid bed. At Rutledge we stopped at a farmhouse for dinner. We were very hungry and really enjoyed the following *menu:* Cold mustard-leaf greens, with cold salt side meat, corn cake baked in the ashes, blackberry preserves, stewed peaches, peach pie, milk and coffee, for which we paid fifty cents each. After dinner started for Troy, twenty-three miles away, wheeled over a good clay road for two and a half miles, and were stopped by a swollen branch, as they call a small creek. As we could not ford it, we waited patiently for teams to come along and help us over. After waiting nearly four hours, an ox team appeared, and its owner was much pleased to give us a lift over. On the other side was a bridge crossing the main stream, where we found three young ladies waiting for their brother, the driver of the ox team. We unloaded the bicycles, and thanked our friend very cordially, but that would not do, he must see us ride; and it was decided that I should give the exhibition, which I did by riding up a little hill and coasting down, much to the delight of the ladies. It being now nearly dark we went on two miles, and were kindly cared for at a log house for the night. Here we had supper and breakfast, but rested on one of the best beds I ever slept in."

A. M. HILL.

Transportation.

BOSTON AND PROVIDENCE.

This railroad will take organized clubs of wheelmen from Providence to Boston and return for one dollar. Wheels, each fifty cents additional. This is exactly half price. No reduction from any other station on road.

FITCHBURG RAILROAD.

For parties of fifteen to twenty-five, this road will make rate 2 cents per mile each way; parties twenty-five to fifty, rate of 1½ cents per mile each way; for parties of fifty or more, fare one way, these rates not for places within twenty miles of Boston. Bicycles will be carried free at owner's risk. Before applying above rates to Marlboro, North Leominster and Fitchburg, contracting roads must be consulted.

Strollings.

AN old proverb asserts that there is more or less of the bitter in the best of sweets, and apparently the Boston cycle dealers are convinced that this adage is true. Strolling among them during the past week I have heard the saddest wailings on every side. Said one who is tall and very muscular: "It is sweet to have the meet held here, but oh! so very, very bitter to have one's purse bled so mercilessly by these insatiable advertising friends. They seem to think that our business gives us command of a ceaseless flowing stream of shining ducats, and that they are justified in starting off as many streamlets from our pockets into their own as possible. Every cycling paper in the country is getting out a special edition for the meet, and all want us to take double space and pay extra double rates. As for PROGRAMMES, Heaven only knows how many of those there are, and we have got to go in them all."

Yet, in spite of all these drains upon his purse, the cycle dealer has no cause to feel so very badly, for every dollar he spends in judicious advertising will be returned to him many times over. If any one doubts of the profitableness of advertising let him converse upon that subject with Colonel Pope. From the fruits of judicious advertising the colonel was able to steadily improve his machines until he is now producing a bicycle which will stand comparison with any other make.

NATURALLY, everything at the present time about the city seems in the way of preparation for the great Meet. The various committees deserve much credit for their splendid work, and I dislike to find fault with anything they have done; but the Entertainment Committee has taken one step which can scarcely be approved of—that is, the hiring of Music Hall, for a very ordinary band concert, on the first night of the Meet. This must entail a heavy expenditure of the entertainment fund, and it is difficult to discern wherein much benefit or pleasure is to be obtained for the visiting wheelmen. The minstrel show on the following evening is a good idea, but it would have been much cheaper and far more satisfactory every way to have had the informal entertainment held in the Mechanics' Building. From all that I can learn, I should judge that the local clubs will call runs to the Boston Cycle Show on that evening, and as the visiting wheelmen will naturally wish to be with the local riders, I fear that the first night's entertainment will not prove a startling success.

A FEW days ago, while leisurely pushing up a hill on one of the roads leading out of Boston, I was surprised to find myself suddenly and swiftly passed by a tiny tricycle, the lady rider of which was sending it up the incline at a faster pace than the average tricyclist of the other sex would care to go. A great big man on a Pony Star next shot by, and then I knew that it was Mrs. Stall who had so neatly spurted by me; so, applying extra force to the pedals, I reached the lady's side just as she had slackened the speed of her machine at the top of the hill, and was merrily laughing over the good time she was having. The machine she rode was a little beauty, and was the one on which Mr. Stall has been laboring for months past. She was so delighted with the machine that she could scarcely restrain herself, and wanted to spurt up every hill they came to. "It is so different from any machine I ever rode before," said. "It is so light and runs so easily, that it seems as though I had nothing to push along. I can ride up these hills almost as easily as I used to with Mr. Stall on the tandem." It is a pity that there are not more machines like this for the use of American ladies. The weight of this machine is a fraction under fifty pounds, and is so strong that Mr. Stall says he would not be afraid to risk his own one hundred and eighty pounds of bone and muscle upon it. THE STROLLER.

CURRENTE CALAMO

Song of the Screamer.

FORTH has the edict gone,
I have been sat upon;
Voted as not *haut ton*,
Banished forever.
Boycotted, ostracized;
Splendidly advertised;
All the more highly prized
Am I than ever.

Tyranny made to feel;
Crushed 'neath the rubber heel
Of Lonny Peck's genteel
Bike Corporation;
Yet will the future show,
That I *shall* blow my blow,
And that they all may go
To thunderation.

PEDALS.

Wheeling has reached its second birthday. We wish them very many happy returns of the day.

CHIMNEY sweeps now use the bicycle for "going to and from business" in the city of London, a very *sootable* mode of using the two wheeler we should say. Here is a chance for some one to say *that* is the worst.

ENGLISH papers are bewailing the revival of bugling with them. Surely they can be happy in the knowledge that there are worse things than bugles in this country, and they are used by individuals who ought to know better. We refer to the "Screamer," and its blood relation the "Squawker."

THE *Bicycling News* reports that "over three thousand spectators were present in the Floral Hall, Leicester, 1 May, to witness the presentation of a gold medal to Dan Canary. After a very fine performance. at which the Earl of Londesborough, the Mayor and Mayoress of Leicester, and many representatives of the county families, were present, the Mayor, in a very neat speech, handed the medal to the champion trick-rider, who responded briefly."

MR. OLIVER, of the *Wheel* and Central Press and Publishing Co., New York, was in town last week for a few days, looking after the interest of his paper and printing establishment.

JUST as we said in our last, no sooner do we announce a certain feat as being impossible, than up pops some individual and says, "I have done it." Locke's hill, Watertown, was pronounced unmountable on a cycle, but along comes Harry Corey and says, "No, I have climbed it and am ready to do so again."

GORMULLY & Jeffery's letter heading is prophetic. On it is represented an Indian holding a bicycle and standing with one foot on a prostrate horse.

ENGLISHMEN are supposed to be lovers of fair play, but the disqualification of Vidal and Dubois, the French pros, on very thin pretexts, at Wolverhampton, two weeks ago, shows different. The cycling papers and fair-minded cyclists, however, condemn Mr. Cook's action in these cases.

THE Springfield Club, Amateur Minstrels will delight another audience tonight at the Springfield Opera House. Whatever the Springfield Club do they do well, and those who saw the first performance of the troupe say it was immense.

"NEITHER fish, flesh, nor fowl"; that seems to be the position of the lately expelled men. They are not allowed to call themselves amateurs, they *won't* call themselves professionals, and they don't like the name of promatures.

DR. KENDALL writes us that, if not contrary to the policy of our columns, he would like to say a few words in praise of the Jersey cloth knee breeches, made by a firm in Rochester, New York, which he thinks are just what wheelmen have been looking for, as he has found them to be perfect fitting, of strong elastic material, and moderate in price. The doctor's only reason for recommending these articles is that he does not believe in a man's keeping a good thing all to himself.

A. W. PEREGO, of New York, has been abroad for the past three months, and was astonished to note the scarcity of bicycles on the continent. He saw only one bicycle outside of Paris, and that was at Nice during carnival week.

"BONANN," in the *Cyclist and Athelete*, says, in discussing the bicycle *v.* tricycle for touring purposes: "On the other hand, the bicycle is an easier and faster wheel; *it can coast on gentle slopes, where the tricycler must work his passage.*" The itals are ours. We think "Bonann" is mistaken on that point. Given a fairly smooth surface, the tricycle, because of its weight, will outcoast a bicycle, the weight of riders being equal.

"DALT WHEELMAN," thus pledges himself: —

Ashes of age show on my head,
It will not brush away;
I am that pirate bard — you must have read,
My double lively lay.

No more will poets have to fear
My steely give-and-take;
That lot of leggy lyrics loud and clear,
Are all that I shall make.

Thanks. — ED.

LOOK out for it. The Indiana Bicycle Company had a 48-inch trick wheel, owned by Prince Wells, stolen from their store rooms on the night of 4 May. The machine was full nickelled Expert, cut out head, 27-inch bar, rubber handles, and two steps. They say they will reward any one for information leading to the recovery of same.

THE *Cyclist* forecasts and tells us that, barring the demon R. H. English, they name Messrs. Dutton and Fleetwood as being likely to finish first and second in the town championship. We place our money accordingly.

OUR readers will notice that "Jack Easy" announces his final letter as appearing in this number. Other interests draw him away, so that time can no longer be spent in writing for the readers of the WORLD. We still hope to get "occasionals" from him. We shall miss him and his pleasant contributions sadly, but personal interest must be consulted before public, and so dear old Jack makes his bow.

A WAGER was recently made by Capt. F. H. Burrill and Mr. Charles E. Nott, of the Wakefield Bicycle Club, to the effect that the latter cannot ride his machine from the base to the summit of Cowdrey's hill. The trial is to be on 1 June, and the loser is to "set up" the suppers, at Young's Hotel.

THE Cambridge Bicycle Club is a growing concern, and wields a power in local politics which causes the ambitious office seeker to regard its friendship as desirable. It has used this power to good purpose in compelling the city officials to repair one side of North avenue. We wish there were a few more clubs like the Cambridge.

CHIEF Consul Ducker is engaged in instructing the cyclist of Christana, Norway, how to build a bicycle race track. He certainly can give them all the points on that subject that they may need.

CORRESPONDENCE

Clarksville Road Race.

Editor Bicycling World: — DEAR SIR, — Since our little city, and magnificent roads adjoining it, have become so prominently before the public, I think it would be interesting to make mention of a few facts. The fifty-mile bicycle road record as made by George E. Weber, is 3 h. 3 m. 38¾ s., and was made over our roads Monday, 26 April, in the American Wheelmen's great road race for the championship of America. The several advertisements in the late wheeling papers give the time as 3 h. 7 m. 42½ s, which is not quite correct. The road on which the race was run is a fine gravel turnpike, owned and operated by a stock company, and is kept in good condition at all times, as will be seen by the fine performanceof Weber. In case the annual one hundred mile road race is held here this summer as talked of, the road company promise to put the road in still finer condition, and use a street sweeper on it before the race. The course is around a belt, distance twenty and three-fifth miles, and has been accurately surveyed by engineers, and marked with mile posts the entire distance around. This was done under the management of the promoters of the road race, so that no cause would be had for saying it was not a correct distance. The road has been ridden with hundreds of cyclometers, and all registered the distance over the surveyor's measurements, on account of the

devious progression of a bicycle. The wheelmen were given the right of way on the road from 10 A. M. to 2 P. M., so that no vehicles were on the course of the race. The entries were not as many as would have been, had the Racing Board not taken their action so suddenly and at the time they did. Nevertheless, we had among the entries some of the best road riders the world has ever seen.

G. O. EASY.

Mansfield, O., Notes.

OHIO is all alive to the bicycling interest and stands well to the front in all matters pertaining to the wheel. Mansfield, situated on many hills, and having no special natural advantages for wheelmen, is not withstanding, the home of twenty-five or more enthusiastic knights of the wheel. Last year there were two small clubs, the "Eerials" and "Mercury"; during the winter the two clubs concluded they could do more efficient work and advance the interest of wheeling by combining under one organization, which was effected 25 Jan. 1886, adopting the name Richland Ramblers, with the following officers: President, F. L. Casselberry; vice-president, B. J. Balliett; secretary, L. S. Hannan; treasurer, W. E. Sawin, Jr.; captain, A. P. Seiler; lieutenant, F. D. Gadsby; color bearer, W. H. Bissman; bugler, C. B. Bushnell. A suit, of rooms was secured in the central part of the city overlooking Fountain Park; consisting of reception, gymnasium, storage and bath rooms, all are fitted up in good style for their various purposes. Our club is distinctly a league club, and is composed of energetic, pushing young men, who are alive to all the advantages and pleasures to be derived from the free use of the wheel. As the season opens, road runs and pleasant excursions will be in order. The BICYCLING WORLD finds its way to the reading room of the club and is thoroughly appreciated. As the season advances we doubtless will have some items of interest to record, and shall be glad to furnish the WORLD such items. H.

The Pennsylvania Bicycle Club of Philadelphia.

THE Pennsylvania Bicycle Club of Philadelphia and the Pennsylvania City Wheelmen of the same city, after negotiations extending over the first three months of 1886 have perfected every detail necessary for an amalgamation of the two organizations uuder the old name of Pennsylvania. The terms of the contract calling for a distribution of the officers of the club, have made some changes in the board of officers, which now stand as follows: president, Isaac Elwell; vice-president, C. D. Williams; secretary, L. R. McKinstry; assistant-secretary, Wm. S. Harper; treasurer, Fred A. Brown, Jr.; captain, C. A. Roberts. These gentlemen by virtue of their offices, form the board of directors on which are associated with them Messrs. Graw, Walters, and Worrell. A special clause in the arrangements for the combination of these clubs, having called for a more commodious headquarters, we have no hesitation in promising a new club house for the "Pennsy" which shall be a credit to the city as well as to the club. The new uniform was the subject of great discussion, as is always the case, but we have finally settled on a dark gray pleated blouse with trousers, hose, and caps to match. Upon the front of the cap a small silver keystone, with the letters "Pa." engraved thereon, makes a distinctive mark of which its wearers are proud. The membership of the "Penna." is composed almost entirely of touring wheelmen, and out of our hundred men some will find their way to Boston for the meet, where we hope the WORLD will treat them kindly. — PENN.

Another Batch of Expelled.

THE Racing Board presents its compliments to the following-named gentlemen, and declares them to be professionals: Ruben A. Pannett, Rochester, N. Y.; Fred Russ Cook, San Francisco; S. G. Whittaker, St. Louis; L. J. Martel, Chicopee, Mass.; C. P. Adams and F. R. Brown, Springfield; and W. F. Knapp, now of Lynn.

SUSPENDED.

H. E. Bidwell, of Hartford, and C. F. Haven, of Boston, have been put on the suspended list until 30 May. This will give them a chance at Lynn.

CHARGES WITHDRAWN.

C. F. Cope, of Philadelphia, and L. O. Miller, of Meriden, have been taken back into the fold, and all charges withdrawn.

Chicago.

THE Chicago Club held its regular monthly meeting at the club room, 11 May, and transacted little or no business beyond routine. A run north was called for Saturday, and the business committee was asked to prepare proper resolu- Ribolla, one of our original ways of doing things, by the way, and seems to satisfy the club. Some of the older heads, however, thought it would be more appropriate to let the club pass the necessary resolutions unanimously.

THE "Traveller" soundly criticises the Owl Club in the last number of the *Critic and Umpire*, for their so-called improper conduct at a run recently. He does not wince at all in matters of language, but lays it on strong. The accusation seems to lie in the fact, that these young fellows, who are full of life and inclined to be skylarky, were indiscreet enough to allow a couple of full nickelled machines to linger outside a lager beer saloon, while the Owls refreshed themselves inside. The Owls are working themselves up to the proper pitch to hold an indignation meeting. Rumor has it that the "Traveller" is none other than "Harding," of *Cyclist and Athlete* fame, and I understand that it has been verified by one of the *Editors of the Critic*. The *Critic and Umpire* is a new weekly, made up on the plan of the *Philadelphia Sporting Life*. It has Morgan, who is developing considerable ability as a cycle writer, as its cycle newsgatherer, and bids fair to be a success.

THE Cheltenham Beach scheme is prospering. Yesterday, Mr. Potter Palmer and Mr. Malcolm McNeil, tendered their checks for $1,000 each, for prizes for a military drill contest to take place during the season. There is to be a regular theatre built, in which the Chicago Opera Company will give light operas in July. There will be races by electric light, every night, in which the bicycle will figure prominently. Fireworks by James Payn, and a Japanese village, are among the attractions. Three steamboats from the bridges to the beach, will furnish the transportation.

WELL, Jack Prince got away with Schock in great shape, last week, did n't he. One thousand and forty-two miles in seventy-two hours, is some going. Schock deserves considerable credit for forcing the pace as he has, and the record is badly smashed. As stated before, there is no knowing what Prince will do this season. He was never in as good condition as he now is, and the manner in which this race has been run shows that he has few superiors at any distance. The record, of course, jumps from the American Champion to the Apollo.

BURLEY AYRES will take about fifteen wheelmen to St. Louis, to-night, for a day's run. Entertainment will be furnished by the Missouri Wheelmen, to consist mainly of hard riding and a banquet.

MR. THAYER, of Vernon, Conn., who is *en route* for Denver, passed through this city yesterday. He has made about 1,300 miles in the past thirty days, is tanned as to complexion, and healthy, and expects to reach Denver in the same condition.

THE *Sporting Journal* has suggested Mr. Burley B. Ayres as the Western candidate for the secretaryship of the L. A. W., in the event of the resignation of Mr. Aaron. Burley is better fitted for the position than any one I know. Besides being a stenographer, and an experienced office man, he is an indefatigable worker. That he would take the position if it is tendered him, seems to be the general opinion of his friends, though he is now quite comfortably located with the Atchison, Topeka and Santa Fé. He is, perhaps, the best advertised man in the L. A. W., and is very popular, and if he runs will be elected, in my opinion.

PHILO.

WORDS OF THE WISE.

THE FOLLOWING EXTRACTS ARE FROM LETTERS RECEIVED WITHIN THE LAST TWO WEEKS:

"My American Rudge arrived to-day. It is a daisy, no mistake."

"Send me another 52 and 54 by express, at once. They are booming."

"It is the easiest running wheel that I have ever ridden."

"At $107.50 for a 50-inch, it is the best wheel on the American market."

"I want no better machine. In fact, there is no other wheel that compares with it at the price."

"It more than meets our expectations. We want the exclusive Agency."

MORE WILL FOLLOW.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - - GEO. R. BIDWELL - - - - 313 W. 58th St., N. Y.

SAFE! DURABLE!! FAST!!!

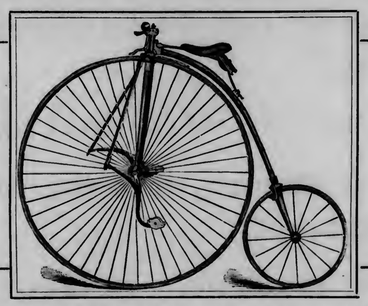
THE AMERICAN SAFETY BICYCLE,

MANUFACTURED BY

GORMULLY & JEFFERY,

222 and 224 North Franklin St., Chicago, Ill.

Is a high class ROADSTER, superior in STYLE and APPEARANCE, and equal in STRENGTH, DURABILITY, and honest WORKMANSHIP to any SAFETY made, while it is sold at so LOW a PRICE as to render COMPARISON of VALUES unnecessary.



HEADERS IMPOSSIBLE!

NO LOSS OF POWER!

As the pedals move in a nearly OVAL CURVE, the rider of the ordinary machine notices NO DIFFERENCE IN MOTION.

The joints on the levers being constructed on the ball and socket principle, accidents, bending levers or cranks do NOT make the machine TURN HARD. Patent Parallel Bearings, held in spherical cases, adjust themselves to any changes in the forks occasioned by accident.

Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Parallel Bearings - - - - - - $76.00

Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Ball Bearings all around - - - 99.00

OFFICE OF SKEEN & STUART STATIONERY CO.,
77 MADISON STREET, CHICAGO, ILL., April 3, 1886.

MESSRS. GORMULLY & JEFFERY, CITY:

Please furnish me at your earliest opportunity one American Safety Bicycle, 42-inch, ball bearings all over, and pedals. You may deliver same at my residence, 6515 Harvard Street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homœopathic Pharmacy, and ex-president of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

By permission of Mr. Stuart we quote from the letter (private) referred to:—

"I did not know much about Gormully & Jeffery's 'Safety,' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was a little large for me, but I rode it very handily, and it does run very easily. I think I shall mount one the coming season. . . . I am called by some a bicycle crank. I have n't seen a sick day for the past eight years of riding. Get a wheel and don't work so hard. Good health is better than riches.

"Yours hastily, H. T. APPLEBY."

Dr. Appleby has, since the above, purchased an American Safety for his own use.

For further information as to sizes, etc., send two-cent stamp for New Illustrated Catalogue of Bicycles and Sundries for 1886.

N. B. — We also manufacture an extensive line of Bicycle Bells and Sundries.

Prince at Minneapolis.

PRINCE has been doing big work at Minneapolis, lately. First, by his smashing the records from thirty-five miles to fifty as the following table will show: —

M.	PRINCE. H. M. S.	WORLD H. M. S.	AM. PROM. H. M. S.
35	1.51.15½	1.51.25⅝	1.51.21⅝
36	1 54.20½	1.55.28⅜	1.55.28⅜
37	1.57.27½	1.59.19⅜	1.59.19⅜
38	2.00.34½	2.03.15½	2.03.15⅝
39	2.03.46½	2.06.49½	2.07.22½
40	2.07.00	2.10.05¾	2.10.55¼
41	2.10.09½	2.13.31⅜	2.14.21
42	2.13.21½	2.16.51⅝	2.17.45⅜
43	2.16.31½	2.20.18⅝	2.21.12
44	2.19.43	2.23.42½	2.24.34⅜
45	2.23.00½	2.27.05¾	2.27.50½
46	2.26.20½	2.30.33½	2.31.24⅜
47	2.29.32½	2.34.04⅜	2.34.50¼
48	2.32.48½	2.37.43⅜	2.38.16
49	2.35.51½	2.41.08⅜	2.41.42½
50	2.38.52	2.42.58⅝	2.44.37

This was a race against time, and the pace was made for them by Messrs. Eck, Dengley and Shaw. The timers were E. W. Moulton, C. C. White, and H. L. Schroeder. Jack on his Apollo took the

SEVENTY-TWO HOUR RECORD,

at the Washington Rink, Minneapolis, last week, beating Schock handsomely by about fourteen miles. Total distance covered 1,042 and one eighth miles, During the race Prince left his wheel but nine minutes; while Schock never left his bicycle until the last day, when he was compelled to stop and rest for eight minutes. We are unable to give the official's names at this time. Tom Eck, Prince's trainer, is jubilant over this performance, and says he believes Jack to be the best man in the world to-day, for short or long distances. Prince is not the sick man he was last year, by a good deal, and so his old competitors must not expect to walk over him with the same amount of ease they did a year ago.

Eck and Prince go to Woodstock to compete in two of the races to be held 24, 25 May.

These two men will be in Boston about 27 May. Prince will at once commence work at Lynn, and prepare for the race with Neilson, on the 31st.

Home Trainer Race.

THE result of the cycle home-trainer race, which has been in progress for the past six months, has been made public by the referee, John A. Wells. Some of the records claimed are so fast as to almost seem incredible. But all appear to be properly substantiated. The home trainers are operated precisely the same a bicycle, but of course are stationary. The records made are as follows: J. B. Spencer, Hartford Conn., 30 April, one mile 1. 23⅗. George C. Dresser, Hartford, Conn., 28 April, one mile, 1. 23; 29 April, 1. 21⅘; 30 April, 1. 19⅘. Everett E. Arnold, East Hartford, Conn., 26 April, one mile 1. 18½; 28 April, 1. 17; 29 April, 1. 16⅘; 30 April, 1. 15⅘. P. M. Harris, Ixion Bicycle Club, New York City, 29 April, one mile, 57⅘. N. C. Herring, Ixion Bicycle Club, New York City, 29 April, one mile, 52⅖. The prizes were awarded to the latter two men. Regarding these the referee writes: "The times made by Messrs. Herring and Harris are so much faster than any other records received that I requested a sworn certificate of the time and of the circumstances under which the records were made."— *Sporting Life.*

New York and New Jersey Road Racing Association.

THE New York and New Jersey Inter-Club Road Racing Association have perfected all the details of the race. It is decided to have it on Saturday afternoon, 12 June. The course is as follows: From Irvington, via Springfield Avenue to the Valley Road; along the Valley Road to the Llewellyn Park Hotel; return over the same course to to Irvington and back again to the Llewellyn Park Hotel. The course is but little more than eight miles long, and it will be gone over three times to complete the necessary twenty-five miles. Members of the Elizabeth Wheelmen will erect signboards for the information of those who desire to train over the course. We understand that eleven teams have already entered.

The Pope Cup.

THE Columbia Prize Cup is to be run for at the Lynn races, and from present indications, it will be finally cleared from the field. The cast-iron rules, under which the cup is raced for, provide that none but amateurs shall try for it, and that the race be run under League rules. Hunter has won the cup twice, and there seems every probability of his winning it for the third time, which will make it his personal property. Hunter has merely been suspended until 30 May, so he will be all right to race on the 31st, but all the other men, who are his superiors at long-distance racing, have been expelled from the amateur ranks.

Brockton.

THE Brockton City Bicycle Club have completed arrangements for a race meeting to take place at the Fair Grounds in that city, 16 June. They present a programme with eleven events. All the flyers, amateurs, suspected, suspended, and expelled, will be on hand to make the meeting a success. Entrance fee $1.00 to each event, except boys' race, which is free. Address D. C. Pierce, Brockton, Mass.

THE umpires at the Lynn races have been named and are: L. S. C. Ladish of St. Louis, Dr. W. G. Kendall, W. E. Atwell and Gideon Haynes of Boston.

On the programme of the Woodstock races, No. 5, first day, has been corrected to read. Five mile bicycle, open to all amateurs.

Tickets for the minstrel show are selling with surprising rapidity, and the success of this entertainment seems assured. The speed with which the tickets are disappearing is due in no small measure to the personal popularity of Captain Peck among local wheelmen.

Jack Easy's Final Letter.

No. 11.—An attractive invitation to the proof-reader. Conclusion of Jack's treatment of the Sociable versus Tandem question. Why any one machine is more popular than any other. The power of the trade. All for the good of cycling. A new topic, how to construct a race track. A practical reason why cycling deserves well of the public. The building of the track. Importance of thorough drainage. No foundation but Nature's. Materials which should be used. Methods which should be followed. A perfect track the result. Importance of constant repairs. Tamping and rolling—an example. A rather abrupt conclusion. Jack regretfully relinquishes his weekly task. Terminates these letters. And says au revoir. Perhaps adieu.

IN my last week's defence of the Sociable I spoke, among other things, of its stability, and of the confidence which it gave its riders even "in the swiftest rush of the steepest and most devious descent." The printer made me say "desirous descent." In concluding my letter I mentioned that I was an old rider, and that I "felt competent to form an opinion and justified in *expressing it*." The printer made me say "justified in experimenting." If the proof-reader of the *World* will favor me with an interview I have a little "experimenting" which I think would interest him; whether it would be "justified" or not, I should be content to leave to the decision of the twelve honest men who usually officiate on such occasions.

Although I must positively decline to engage in any printer's ink controversy on the merits of Sociables and Tandems, the following two courteous queries which have been sent to me deserve reply. To the first, "Is not the long axle of the Sociable liable to sag under the weight of its riders, and therefore a mechanical defect which alone should condemn that type of vehicle"? my answer would be a decided negative. A long axle should certainly be thicker than a short one, but the increase of weight is hardly appreciable, and as it receives only indirectly the weight of the riders and at points close to the wheels, the fact that it does not sag at all is easily demonstrated. The direct weight of the riders is sustained by the steel tube which surrounds the axle, and I have never yet seen one which was not amply strong. If there are such, purchasers should avoid them. The other query runs, "If it is so superior, why is not the Sociable more popular than the Tandem?" It is hard to account for the vagaries of fashion. If the "Conqueror" bicycle is so superior, why is it not more popular than the "Benumbia"? Perhaps the makers could best furnish the reply. Perhaps, too, if it is

not so at present, it may be in the future. The trade is now all-powerful in influencing the public demand, but it will continue so only until riders learn to discriminate; then the public demand will control the trade, and the trade will suddenly evince a pliability and a susceptibility which is not now suspected. That there is a somewhat larger margin of profit in a Tandem than there is in an equally well made Sociable, will go for nothing, and makers will be as eager to produce mechanical perfection in the broad guage type as they now are in the narrow. But makers will not invest capital to produce that for which there is no demand. That riders may better appreciate the merits of the Sociable, that a larger demand for that type may be provoked, and that makers may be spurred on to compete in supplying it, is what I desire, and is what I believe will ultimately happen. Those who desire the good of cycling as I do, and who will work for it as earnestly as I have, will, I hope, share my views.

A Western correspondent, who has been good enough to read my suggestions on the laying out of race tracks (Letter No. 8), asks me to supplement them with some instructions as to their construction. He says, "Our soil is a rich loam everywhere, and our country roads are mostly merely tracks across its surface. Just now, what with the rains and the departure of the frost, these roads are rivers, or rather canals, of mud; but later on we shall have what we consider, for want of anything better, fairly good wheeling. . . . . If you can tell us how to construct on this a track which will not ruin us and which will not have to be re-made every spring, we shall be grateful."

Cycling brings the desire for good roads, and the desire, sooner or later, brings the required result. Everybody benefits by this, whether they ride or not; and therefore, for this alone and without regard to its other benefits, cycling deserves well of the public.

A good road and a good track are not dissimilar in their requirements of construction, and as the topic is of sufficient importance and interest to warrant mention here, I will, without pretending to write a treatise, or to go into the subject at length, venture a few brief suggestions, and endeavor to show how my correspondent's desire can be gratified without any ruinous expenditure, unless labor and materials in his region are unusually costly.

I take it that in this case location must be governed by convenience; but if choice is possible, a hollow at a moderate elevation is desirable. The first thing to do is to stake out the track and to bring the surface as nearly to a level as can be done without removing too much material. It is unnecessary expense and a great mistake in every way to dig down for a "foundation." Unless you are trying to build on a quicksand you will find that Nature has given you a foundation which is much superior and much cheaper than anything you can produce. Therefore, dig down as little as possible; let the natural surface remain wherever you can, and if it is not quite level, make it so rather by what you put on than by what you take off.

But as Nature has aided you, you must return the compliment by aiding Nature. Your track is to be an obstacle to her method of distributing that most powerful of her forces—water; but she will not object to this, providing you produce other channels for those which you have taken away.

The proper draining of your track you will possibly find expensive, but it must be done. Different localities present such varying phases of the drainage problem that I cannot pretend to offer any comprehensive directions. Possibly, blind drains of brick or porous earthenware may be all you will need; but, even if you have to build a sewer, the water which would naturally percolate and fulfil its fertilizing mission in Nature's way must be diverted from its usual course and conducted to some point where all danger of its return shall be avoided. This you should entrust to your civil engineer, and if you feel that you cannot afford to follow his instructions you may rely upon having each spring to practically build your track over again. But assuming the drains to be properly laid, encircling the track near its outer and inner lines, the next step becomes practically the *roofing over* of the earth between them with a covering or floor which shall be as impervious to moisture as possible. The more nearly you succeed in this, the more permanent and perfect the track will be. You can do it in a variety of ways, and if you could eliminate sub-moisture entirely, one way might perhaps be as good as another, providing your floor possessed the two essentials of strength and cohesive smoothness. For our climate and purposes I know of no better material than stone. I prefer granite or flint when I can get it, but any other kind of natural hard stone will do almost as well, providing it is cracked into pieces so small that any one of them would pass through a sieve with meshes not more than three quarters of an inch square; the more nearly of a size each stone can be the better. Do not imagine that a foundation of large stone is any advantage; on the contrary, such a foundation would be a positive injury, for sooner or later the large stones would make their appearance at the surface, and cause continual annoyance and expense until they were removed. My own carriage drive (I did not construct it) emphasizes this fact as I write. But with your small stones all prepared, your next step is to spread them over the surface of your track, in no place exceeding, while loose, a thickness of ten inches, and with care that a perfect level longitudinally and a crown of not more than one in twenty transversely is produced, excepting at the corners, which should be raised and slope upward from the inner line at a grade of one in ten. Where the radius of the corner is less than 150 feet the grade should be at a steeper pitch.

The next step is one of the most important in the whole business, the *tamping*, not rolling, of the entire surface until the ten inches has shrunk to six, and then the tamping *and* rolling until the surface becomes so smooth that, were it not for the interstices, the work might here be considered finished.

It may be asked here why not now apply a coating of tar and gravel and so obtain at once the surface we are seeking. If we did so the perfect result would be but temporary, and a tar and gravel or like surface once patched will not allow the highest obtainable speed. Where procurable, binding gravel and ashes mixed dry in equal parts, and then combined with 20% of lime or Portland cement, makes the best top dressing I know of. If binding gravel cannot be had, dry clay is a good substitute, or even earth, or anything of that nature that is cohesive enough to be made wet repelling. Whatever is used should be spread dry and evenly about two inches thick over the whole track, and then watered. When nearly dry the tamping and rolling process should be repeated, and then the surface should be watered and tamped and rolled again and again until the required result, a perfect track, is produced. This result attained, and everything now depends upon constant vigilance that no defects or damage shall escape unnoticed. The smallest defect should be repaired immediately it is discovered, and in those repairs I cannot lay too much stress upon *tamping* as the main repairing process. Rolling is not nearly so efficacious, and should be resorted to only at the finish. Do you ask why? I will answer that query with another. Have you ever noticed at the side of a sandy country road a narrow footpath which, although of the same material, is hard and fairly smooth, while in the cart track the sand does not even show cohesiveness enough to make it rutty? The footpath is the result of the tamping which it has received from the feet which have traversed it. The cart track evidences the inutility of the rolling process when rolling is all that the surface receives. Even if the tires of vehicles were a foot wide, the smooth surface produced would not be permanent; but tamping would make it so in almost every instance.

And now I have before me a most unpleasant task, for with this I must regretfully lay down my pen and again relinquish, perhaps for ever, a weekly occupation in which I have found much enjoyment. My devotion to cycling is not changed. In it I still find my chiefest and most healthful recreation, and I shall always believe in and advocate its claims to public recognition and favor. If aught that I have written tends to that end I am amply repaid.

But life, alas! is not all cycling, and some of its graver issues demand just now my undivided attention. To the readers of the WORLD I gratefully and reluctantly must say *au revoir*, perhaps adieu.

JACK EASY.

BOSTON CLUB SHOW,

May 27, 28, 29 and 31.

THE COVENTRY MACHINISTS' CO.

will Exhibit the finest selection of Bicyles and Tricycles ever placed before the public. They most cordially invite inspection and the fullest inquiries.

It is well-known that the "CLUB" Machines have enjoyed a world-wide reputation for the last 20 years for best materials, thorough workmanship, and the most perfect finish and design.

This fact is an all-important *advt.*, and enables us to spend upon our machines what is usually laid out in extravagant advts. of various kinds.

Having received such a large amount of patronage, we are convinced that our friends fully appreciate our endeavors to put none but the very best articles upon the market.

We beg to thank them, and also to assure them that in the future, as in the past, "CLUB" Machines may always be relied upon for sterling *merit*.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

The "MISSING LINK" Found.



Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook ends alike, and locks through the small wheel on the two prongs of the fork, just under the fellos. Nickel Plated. Sent post-paid on receipt of $1.25.

ANSON P. MERRILL & CO.

BOX 596 . . . . . FALL RIVER, MASS., U. S. A.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, $3.50; Nickel Plated, $4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

MY CYCLING LOG BOOK.

A Novel and Complete Method of Memoranda

Of the number of miles travelled by Cycle, with such notes of roads, routes, and incidents as may be convenient or interesting for reference.

By FRANK W. WESTON,

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

B. SCHULENKORF & SON,

MERCHANT TAILORS,

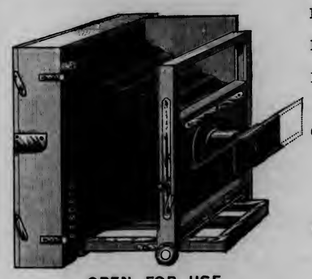
Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

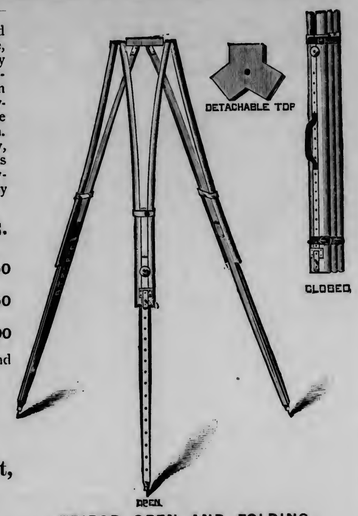
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

EURYSCOPE **LENSES**

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

All Sorts.

GORMULLY & JEFFERY, of Chicago, are shipping on an average of thirty bicycles per day.

WILL some one please report the existence of a hill that Harry Corey cannot climb?

WE expect Weber on his Star will not be satisfied till he tops Locke's hill now.

HE stood by his cold hearthstone and pressed both hands to his throbbing temple, while his glaring eyeballs rolled wildly. Poised in mid-air he saw a straw-colored dog with a blue tail; coiled upon the table was a bow-legged snake, with a crimson tongue, while from his slippers peered green turtles who wagged their horrid heads. "Got 'em again," groaned the victim; but it was not so. His wife had been to the Japanese Village and had not returned empty-handed. — *San Francisco Chronicle.*

MR. H. W. FAIRFAX and Mr. C. M. Fairchild, who are touring from New Orleans to Boston to attend the League Meet, both ride Rudge Light Roadsters.

"BUTTON parties" are becoming popular in the West. We don't know whence they derive their name, unless it is because they are always sure to come off.

A STOCKING supporter that does what it is intended for, and is heartily endorsed by hundreds of wheelmen, is the Z. & S. Stocking Supporter, for sale by Howard A. Smith & Co., Newark, N. J. See advertisement.

THE lot of the L, A. W. officials is not a happy one; what with the botch made in the late election and the sharp-pointed sticks that are being thrust into the ribs of the members of the Racing Board.

W. C. BOAK, LeRoy, N. Y., has been appointed by Wm. Read & Sons agent for Western New York for the Royal Mail Wheels Applications for agencies must be made to him.

KEEP your eyes open for the exhibit of S. T. Clark & Co., of Baltimore. They will have a fine display of "Rapids" at the Boston show.

BULL & BOWEN offer as a special prize a Buffalo Home Trainer to the man making the fastest mile during the Home Trainer contest at the Boston Club show, on the evenings of 27, 28, 29 May. The machines to be used in this contest are the famous Buffalo Home Trainer.

DON'T forget that our issue of next week will contain news of importance and interest to cyclists.

ADVERTISERS will please remember that copy for the issue of 28 May must be in our hands by Monday next, at the latest.

POOR Chairman Bassett is having a hard row to hoe. Most every one you meet has something harsh to say of his action in the suspension of the makers amateurs. In this matter even some of his best friends have gone back upon him. His position is not an enviable one.

PHOTOGRAPHIC

Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

WE give below some valuable points contributed by a practical amateur: —

IF your correspondent, who asks for rules as to proper exposures, will procure the "British Journal Photo. Almanac for 1886," he will find in same very valuable tables giving *comparative* exposures with different subjects.

THE beginner, who yearns for sharp, clear, *bright* negatives, must beware of too much light in the dark room, and should *never* let the direct rays of the light fall on the plate, except when examining it to note the progress of the development.

MOST elementary works on photography advise the amateur to commence with the ferrous-oxalate developer. My experience has been that Edwards's Pyro-ammonia developer gives better results with fewer failures. It admits of great latitude in exposure (I recently made a fair negative with a plate that had been over-exposed six times), and perfect control while developing. The formula may be found in Anthony's "How to Make Photographs," or in the English "Photo. Almanacs."

LAST year, I carried around several yards of focussing cloth, and aside from the bulk, it was a very exasperating thing to work with on windy days. Do I use it now? Not muchly. I have a focussing cloth now that I can carry in my vest pocket, make as follows: I took a piece of gossamer rubber cloth a yard long and fifteen inches wide, sewed the two ends together, thus making a cylinder of a foot in diameter. Each end has a half inch hem into which is run elastic braid, the ends secured. One end snaps around the back of the camera, and into the other I put my head, the elastic holding it securely over cap and under chin. A slit, with a flap on the inside, admits the hand when using a focussing glass.

IN order to avoid streaking or unequal development, which is frequently caused by pouring on the developer unevenly, it is well to previously soak the plate for a few moments in water. This also softens the film and gives the developer a better chance to act.

"FRILLING" is often caused by having the solutions of different temperatures. It would be well to bear this in mind. Should frilling occur, and proceed rapidly, pour off the developer, wash, and place the plate in a solution of alum (1 oz. alum to 16 ozs. water), and leave for a short time. Ordinarily the addition of a little alum to the hypo bath will be sufficient.

After the plate is "fixed," be sure and wash sufficiently long to eliminate all the hypo from the film.

When convenient, it is well to let the plates remain over night in running water.

Any hypo left in the film will make its appearance sooner or later, and perhaps a pet plate may be ruined, "all for the want" of a little more water.

PATHFINDER.

Trade Mems.

SEVERAL novelties in the market lately. We found two down at Read's, in the new two-track Royal Mail tandem. It is a nice, safe-looking machine. It has four wheels, the leader being on the right hand side and the trailer being on the left. An ingenious hinge in the rear saddle post makes it very easy for a lady to get in and out. The drivers are 40, 42, or 44, and the steerers are 22. We intend giving a detailed description later. Everett & Co. show their new safety, the "Courier." It is of the "Rover" pattern, but has several new features It has two driving chains to the rear wheel, which is the driver. It is fitted with the new Bown combination crank gear, and bearing a very strong arrangement. The steering is direct, and the frame appears to be very stiff in construction. All in all, it is one of the nicest forms of this peculiar pattern of Safety we ever have seen.

Stall showed us the new tricycle he has been building for his wife. It is the most dainty little machine that we ever saw. It will be seen at the show, and if it does not capture the ladies then we miss our guess. He is going to build these machines to order. The wheels are 38 in.; tires, ¾ in.; and the weight, only 50 lbs. Yet Stall guarantees it to carry 150 pounds just like smoke.

Butman was seen, and says that he don't know how any else is doing, but that there is a market for second-hand machines that is very satisfactory to him.

Murray is doing quite a nice business with the G. and J. Champion machines; and his repair department is driven to the top notch.

We tried to find Jim Underwood, but could not. He was out on the road with a customer, showing off the paces of a Quadrant Tandem. His assistant bets us that those who have been waiting patiently for machines will soon be made happy, as a new invoice is expected daily.

S. T. Clark & Co. advise us that they will have a fine show of their famous Rapid machines on exhibition, and they propose to push them while in the land of Beans.

All the dealers are putting in their prettiest, so as to have an exhibition at the Boston Club show that will beat their neighbors.

BICYCLE agents and dealers will find it to their advantage to order all their bicycle sundries from W. C. Boak, LeRoy, N. Y., as he keeps a large stock on hand.

WHEEL CLUB DOINGS

THE Hyde Park Ramblers intend to enter the L. A. W. parade, and wheel from the city to Salem, stopping over night, going from there to different places along the seashore, returning to Salem on Sunday the 30th, going from Salem the next morning in time to take in the races, returning home Monday night by moonlight.

AT the annual election of the Crescent Cycle Club of Gloucester, the following officers were elected: President, C. J. Gray; secretary and treasurer, Joseph C. Merchant; captain, D. T. McFee; first lieutenant, G. H. Rogers; second lieutenant, C. J. Gray. The club has a membership of twenty-five. 25 May the club will have a road race for the championship of Cape Ann, open to any rider on the Cape.

THE Brockton City Club intend to have a hare and hounds chase to-morrow. The distance to cover will be about thirty miles, and the start be made at 7 A. M. sharp.

THE Wakefield Club gave an amateur minstrel performance last week. They cleared quite a snug sum, which will be used for furnishing their rooms. The club has over forty members.

THE Chicago Bicycle Club show a total mileage of 4,934 to 1 May. R. G. Surbridge heads the list with 490 miles to his credit. Next comes J. M. Crennan with 437. Mr. E. Mehring takes the leather medal with 29 miles to his name.

THE Alert Bicycle Club, of St. Paul, Minn., on 6 May elected the following officers: President and captain, Charles Parker; secretary and treasurer, C. A. Johnson; lieutenant, R L Dockery.

THE local clubs have taken advantage of the moonlight nights lately. The Massachusetts Club have been indulging in several evening runs, and the Boston's tricycle division started out Saturday evening for supper at the Hunnewell, and then ran out to South Natick, Bailey's, for the night. They report a good time, notwithstanding the rain and heavy roads.

THE Suffolk Wheel Club is moving into new quarters, and will have a house warming soon.

AT the annual meeting of the Middletown Wheel Club held Tuesday evening, 4 May, the following officers were elected for the ensuing year: President, Edward G. Camp; secretary, Charles L. Brockway; treasurer, Dale D. Butler; captain, Arthur H. Rutter; first lieutenant, Seward S. Coffin; second lieutenant, Ralph H. Burr; bugler, Charles E. Wells; color bearer, Charles S. Perry; club committee, the president, treasurer, captain, J. Spear, and W. H. Lee.

THE Buffalo Bicycle Club held their monthly meeting last week, and elected fifteen gentlemen to membership. An evidence of prosperity and activity very pleasing. The club passed a resolution urging the re-election of Dr. Dr. N. M. Beckwith, the present president of the League of American Wheelmen, also indorsing the recent action of the Racing Board of the League in expelling professionals who were trying to remain in the ranks as amateurs. The club are fitting up their present headquarters in fine shape. They will have billiard, pool and card rooms, and other extra apartments for the use of the members.

AT the annual meeting of the Montclair Wheelmen, held on Monday evening, 10 May, the following officers were elected for the ensuing year: Captain, R. W. Weiss; lieutenant, Joseph M. McFaddern; secretary and treasurer, Dr. Albert J. Wright; color bearer, Samuel J. Holmes; executive committee: Lieut. McFaddern, chairman; Capt. Weir, secretary and treasurer Wright, Joseph M. Tryon, Albert French. Organized 9 July, 1885. Membership nineteen.

AT the semi-annual meeting of the Vermont Wheel Club, 4 May, the present board of officers were re-elected for the ensuing six months, as follows: President, H. L. Emerson; vice-president, F. L. Shaw; secretary and treasurer, J. W. Drown; captain, F. T. Reid; lieutenant, C. R. Crosby; color bearer, W. E. Gordon. The club numbers in all twenty-three members, and is a prosperous condition. Headquarters, Market Block, Elliott street, Brattleboro', Vt. Visiting wheelmen are always welcome.

THE Plainfield (N. J.) Bicycle Club gave an entertainment last Monday evening. The programme included the "Lightning Drill" by the famous E. W. Drill Squad, and single and double games of polo, by the E. W. teams, besides the parade, races, fancy riding, etc. A large number of the E. W. attended.

AT the annual meeting of the Pentucket Wheel Club, Haverhill, Mass., held lately, the following officers were elected: President, C. P. Sumner; vice-president, H. A. Chase; secretary and treasurer, A. E. Leach; captain, C. E. Dole; first lieutenant, H. E. Guptil; second lieutenant, F. H. Fernald; club committee, C. P. Sumner, H. A. Chase, A. E. Leach, C. E. Dole, C. A. Hilton, and H. H. Gage.

THE annual banquet of the Berkshire County Wheelmen, of Pittsfield, Mass., occurred on the evening of Tuesday, the 4th inst., and was attended by about twenty-five members of the club with invited guests, including members of the local press. After the discussion of the *menu*, speeches were made by the president and others, and the affair ended in smoke, at about 2 A. M. all having passed an enjoyable evening.

THE Citizens' B. C. get along with their house. I fear that the new building is not all their fancy painted it. It is one of a brown-stone row in Sixtieth Street, pretty near Ninth Avenue. To reach the boulevard, one has to ride or walk his machine along a furlong of sidewalk, which is very narrow. While on this interesting journey, you are assailed by a foundling asylum in knee-pants and pinafores, who either try all they know how to get run over, or rush after you, begging a ride. The house itself is both narrow and shallow. A run-down leads from the sidewalk to the wheel-room, which is overcrowded. The parlors have not yet been fixed up, but they promise to be the only comfortable and convenient rooms in the building. Over the parlor floor is the locker rooms. A double row of lockers has been built through the centre of the rooms from front to back. The passages between them and the side walls are carpeted. They are dark in places, and there is hardly room to dress in; and, as it is, there is not more than 80 lockers for 113 members. I see visions of doubling up. The two rooms on the top floor have been taken by Messrs. Dr. N. M. Beckwith and Knight L. Clapp. They will hold forth in these upper chambers in all the mysterious romance that surrounds a bachelor's den.

WHENEVER the Columbia Bicycle Club have undertaken to do a thing it has always proved a success. Some three weeks since it was voted to hold a musical, literary, and athletic entertainment at the Opera House, in this place, and Thursday evening, 29 April, the entertainment was given and proved a grand success, beyond the hopes of the most sanguine. The house was filled in every part, and the audience was composed of a class of people which can leave no doubts on the minds of the boys, that the Columbia Bicycle Club stand, as an organization, very high in the estimation of the citizens in this place. The talent was all local and reflects great credit on the persons taking part. The entertainment consisted of fancy bicycle riding by H. W. Tufts, club swinging, juggling, vocal duets, cornet duets, male quartette, reading, and a vocophone band, which proved a big feature to the evening's entertainment, and was gotten up expressly for the occasion.

The general verdict on the street the next day was, "The best entertainment by local talent ever given in town, and whenever the boys give another they may be sure of a full house." The club has increased so fast that it has been necessary to hire another room adjoining our old one, for a wheel room, and we expect in a few days to have things in good shape. We extend a hearty welcome to wheelmen, when passing through the place, to stop and make themselves at home in our rooms, which are situated on the main street of the town, and directly opposite the hotel (which we expect to make a League house). We intend to put a sign outside, to let the boys know where we are as North Attleboro' is on a direct road from Boston to Providence, we shall expect to see many wheelmen the coming summer, and as I said before, we extend to them all a most hearty welcome.

List of Boston Hotels with Rates, During the League Meet.

PLAN.	HOTELS.	CLASS.	RATE.	REMARKS.	RIDABLE.
E. P.	Adams, 555 Wash. street.	First class.	$1.50	Near theatre and business centre.	Within three blocks.
	Brunswick, Boylston street.	"	4.00	One of most convenient.	To door.
"	Parker House, School street.	"	1.50	Opposite City Hall.	Within block.
	Quincy, Brattle street,	"	3.00-5.00	Down town.	Within one block.
	Tremont, Tremont street.	"	3.50	Between State House and City Hall.	To door.
L. A. W.	Vendome, Commonwealth avenue.	"	4.00-7.00	One of most convenient.	"
E. P.	Youngs, Court avenue.		1.50	Down town, rear of City Hall.	Within one block.
	American, 50 Hanover street.	Very good.	3.00	Down town.	Within two blocks.
	Commonwealth, 1697 Wash. street.	"	3.00-5 00	Up town, especially good rooms.	To door.
L. A. W.	Faneuil, Brighton.	"	2.00	Near Chestnut Hill Reservoir.	"
E. P.	Crawford, 88 Court street.	Good.	1.00-1.50	Down town.	Within one block.
	Creighton, 245 Tremont street.	"	2.50-4.00	Near centre city.	Within two blocks.
"	International, 625 Wash. street.	"	1.00-1.50	Near theatres and business centre.	Within two blocks.
L. A. W.	New Marlboro', 736 Wash. street.	"	2.00	Near centre.	Within three blocks.
	U. S. Hotel, Beach street.	"	2.50-4.00	Near Boston and Albany & O. C. R. R.	Within six blocks.
	Metropolitan.	"	2.00-3.00	Up town.	Within one block.

RIDABLE.	
Within three blocks.	½ miles to Mechanics' Building.
To door.	½ " " "
Within block.	½ " " "
Within one block.	½ " " "
To door.	½ " " "
"	½ " " "
Within one block.	½ " " "
Within two blocks.	½ " " "
To door.	½ " " "
"	½ " " "
Within one block.	½ " " "
Within two blocks.	½ " " "
Within two blocks.	½ " " "
Within three blocks.	½ " " "
Within six blocks.	½ " " "
Within one block.	½ " " "

N. B. (E. P) is European Plan, *i. e.* rooms *pro rata*, with restaurant attached. Where two rates given, two persons together. Parties should correspond with hotels and secure rooms, as committee cannot be held responsible for rooms engaged. For other information, address T. ROTHE, 625 Washington street.

Programme L. A. W. Meet.

THURSDAY, 27 MAY.

Boston Club show opens at 10 A. M.

Run to Chestnut Hill Reservoir from Mechanics building, 9 A. M.

Hill climbing contest, Corey Hill, 10 A. M.

Runs through the Newtons, from Copley square, 2.30 P. M. A. L. Atkins in charge.

Run to Cambridge and Waltham, from Vendome, 2.30 P. M. Capt. A. D. Peck, Jr., in charge.

Run to Mattapan and Dedham, from Mechanics Building at 2.30 P. M., over some of our road race courses. Dr. W. G. Kendall in charge.

Concert at Music Hall at 7.45 P. M.

Home trainer races, music and exhibition at Boston Club show, 8 P. M.

FRIDAY, 28 MAY.

Second day, Boston Club show opens 10 A. M.

Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A. M.

Business meeting of the League, 10 A. M.

Run to Echo Bridge from Mechanics Building, 4 P. M.

Minstrel show at Music Hall, at 7.45 P. M.

Home trainer races, music and exhibition, Boston Club show, 8 P. M.

SATURDAY, 29 MAY.

Third day Boston Club show, opens 10 A. M.

Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.

League parade 10 A. M. Cadet Band. Photograph of Meet.

League races at the Union Grounds, 3 P. M.

Final heats for home trainer races at Boston Club show, 8 P. M. Music and exhibition.

(Corrections and additions will be published as fast as received).

28 FRIDAY. — Boston Club's cycle show, second day, opens at 10 A. M.
L. A. W. business meeting.
Brooklyn Bi. Club, trip to Boston via Fall River, 5 P. M.
Boston Club tricycle road race from Bailey's, South Natick.

29 SATURDAY. — Boston Club's cycle show, third day, opens at 10 A. M.
League parade.
League races, Union Grounds, 3 P. M.

30 SUNDAY. — Run to Nantasket under care of Dr. Kendall, Marshal, E. Div. Touring Board.
Maverick Club, E. Boston to So. Natick.

31 MONDAY. — Lynn Cycle Club opens its new track.
First Prince-Neilson race.
Fourth and last day of Boston Club exhibition in Mechanics Fair Building.
League of Essex County Wheelmen. Annual meet at Lynn.
Ixion Bi. Club 50-mile road race, Orange, N. J.
Cambridge Bi. Club, to Lynn, 10 A. M.
Massachusetts Club to Lynn races. Clubhouse 9.45 A. M.
Maverick Wheel Club to Lynn races.

FIXTURES

MAY.

22 SATURDAY. — Brooklyn Bi. Club, two-mile road championship race over Boulevard course, 5 P. M.
E. Hartford Wheel Club races.

23 SUNDAY. — Somerville Cycle Club, run to Lynn. All wheelmen invited.
Maverick Club, East Boston, to Norwood.
Cambridge Bi. Club, to Belmont Spring, 3 P. M.

24 MONDAY. — Commencement for two day's meet, Woodstock, Ont., A. A. A.

27 THURSDAY. — Boston Club's exhibition of bicycles tricycles and accessories, opens in Mechanics fair Building, at noon.
L. A. W. Meet.
Hill-climbing contest, Corey Hill.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: A. W. W. Evans, New Brunswick, N. J.; A. M. Hill, 115 Canal street, New Orleans, La.; J. M. Gore, 65 Tchoupitoulas street, New Orleans, La.; Jas. J. Kirby, Painesville, Ohio; George P. Steele, Painesville, Ohio; Frank Drisler, 15 East 49th street, New York, N. Y.; Miss J. A. Raisbeck, 263 West 40th street, New York, N. Y.; T. A. Raisbeck, 263 West 40th street, N. Y.; E. A. Benjamin, 115 East 72d street, New York, N. Y.; Warren M. Rogers, 1321 Farnham street, Omaha, Neb.; Edward H. Childs, 564 Prospect street, Cleveland, Ohio; Edward N. Manning, 854 No. 19th street, Philadelphia, Pa.; John K. Hastings, 13 George street, Chelsea, Mass.

HAND BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand Book. Price thirty-five cents.

FOR SALE OR EXCHANGE

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

FOR SALE. — Cripper light roadster and racing tricycle; (new) a beauty, very fast; Columbia three-track, excellent order, $85; 50 to 56-inch Experts and Standard Columbias; 51-inch Star; cheap for cash. N. Y. BICYCLE AGENCY, 21 Worth street, New York.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE. — One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS., Chicago, Ill., or, WM. C. DANIELS, Napierville, Ills

FOR SALE. — One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $115. One 1883 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE OR EXCHANGE. — One 56-inch Club Racer; will sell inside thirty days for $65, or trade for 54-inch first class Roadster; racer has been ridden but little, is good as new; cost $157.50. Address J. F. C., 219 Washington avenue, north, Minneapolis, Minn.

THE WESTON SUPPLY CO

No. 95 PUTNAM AVENUE - - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our new importation of Harvard and Yale machines which we are offering at greatly reduced prices. We have constantly on hand an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us, as we have facilities for performing the most difficult work very promptly and at REASONABLE PRICES. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

THE WESTON SUPPLY COMPANY.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

PRICE, PER PAIR, 65 CENTS.

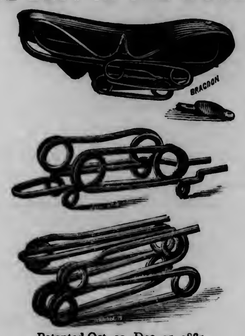
Send stamp for new Illustrated Catalogue, now ready, of our

CYCLING GOODS.

HOWARD A. SMITH & CO., SUCCESSORS TO ZACHARIAS & SMITH,

Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.

THE BEST IN THE WORLD.



Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.

LAMPS, LAMPS, LAMPS.

The New OVERMAN WHEEL CO. Lamps are Latest and Best. Complete Means of Adjustment against Rattle. The Brightest Light you ever saw.

For Bicycle, With Metal Bearing, to prevent Wear on Axle, **Enamelled, $5.00. Nickelled, $7.00**

For Tricycle, Adjustable Bracket to fit any Machine, **Enamelled, $4.50. Nickelled, $6.00**

Will be sent on Receipt of Price.

OVERMAN WHEEL CO.

No. 182 Columbus Avenue - - - - - - BOSTON, MASS.

WHEELMEN'S REFERENCE BOOK,

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 * * Finely-Executed Lithograph Portraits * * 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.
W. A. RHODES.
L. D. MUNGER.
E. D. HUNTER.
W. H. HUNTLEY.
F. P. KENDALL.
C. H. POTTER.
C. E. PRATT.
M. V. J. WEBBER.
P. FURNIVALL.
R. CRIPPS.
R. CHAMBERS.
E. F. LANDY.
F. R. COOK.
G. M. HENDEE.
N. H. VANSICKLEN.
W. F. KNAPP.
J. G. HITCHCOCK.
L. B. HAMILTON.
WM. A. ROWE.
L. A. MILLER.
GEO. E. WEBER.
WM. E. CRIST.
H. D. COREY.
N. M. BECKWITH.
A. BASSETT.
J. S. PRINCE.
FRED WOOD.
R. HOWELL.
W. M. WOODSIDE.
R. A. NEILSON.
R. H. ENGLISH.
E. P. BURNHAM.
W. C. MARVIN.
THOS. STEVENS.
B. B. AYERS.
W. W. STALL.
C. A. HAZLETT.
H. J. HIGH.
C. E. KLUGE.
A. B. RICH.
A. H. OVERMAN.
A. A. POPE.
W. S. ATWELL.
A. G. SPALDING.
H. B. SMITH.
H. W. GASKELL.
S. T. CLARK.
W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1 00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

COLD L. A. W. BADGE PINS.



$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 414 Washington street.

E. H. CORSON

WILL

SAY SOMETHING

HERE

NEXT WEEK.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston. No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



ACME BICYCLE STAND.

You should have our Simplest and Best Device for Holding the Machine when not in use. Most convenient for cleaning and overhauling, as you can reverse the machine, leaving the wheel free to spin.

We are sole American proprietors of this patent. Price, $2.00.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE - - - - - - BOSTON.

O. W. CO. SPRING TOP OILER.

BRASS. HEAVILY NICKEL PLATED TIP.

Is attached by the only successful method ever used. You will find it one of the minor comforts which tend to make cycling enjoyable.

PRICE, 25 cents.

OVERMAN WHEEL CO.

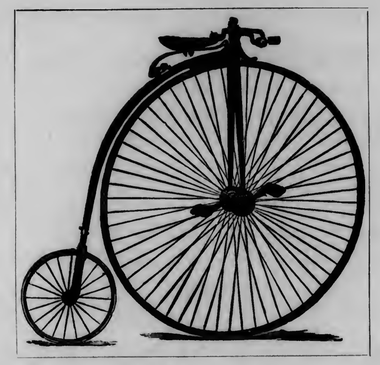
182 COLUMBUS AVE. - - - BOSTON.

ANNOUNCEMENT.

We have in stock a few

BRITISH CHALLENGES

left over from last season,



and in order to dispose of them quickly, we offer them at

—· $100 ·—

each, all sizes, nickelled or enamelled. Former price, $136.50.

Send for list. Correspondence solicited. Don't fail to secure one of these machines.

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - GEO. R. BIDWELL - - - 313 W. 58th St., N. Y.

FURNIVALL BEATEN!

AND THE

INVINCIBLE WINS.

At the Spring Meeting of the Surrey Bicycle Club, Mr. H. A. Speechly, on the INVINCIBLE RACER, won for the second time, *outright*, the famous Surrey Cup, from scratch, **beating Furnivall and Engleheart.**

At the same meeting, Mr. H. C. Short, on an INVINCIBLE TRICYCLE, weighing 34 pounds, won the Tricycle event, easily beating A. J. WILSON, of Quadrant fame.

Send for Catalogue of the Invincible.

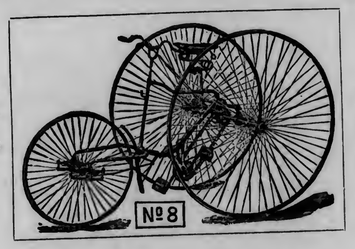
GEO. D. GIDEON - - - 6 South Broad Street, Philadelphia.

STANLEY SHOW QUADRANTS FOR 1886

ARE READY

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated **60** page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



THE STRONGEST KNOWN

Bicycle Elastic Cement.

Used the same as Sealing Wax. No Naphtha. Dries Instantly and can be carried in vest pocket or saddle bag. **Price, 25 cents.** Don't wheel without it.

A. A. BROOKS, 140 Congress St., Boston, Mass.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✻ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents.

BICYCLING WORLD COMPANY.

Two Grand Days' Sport!

Woodstock, Ontario, May 24 & 25, 1886.

Third Anuual Meet and Games

OF THE

Woodstock Amateur Athletic Assoc'n

PROGRAMME OF RACES.

First Day, Monday, May 24, 1886.

1. One Mile Bicycle (Novice Race), open to C. W. A. First prize, gold medal; second prize, gold plated chain.
2. Mile Bicycle (Professional). Championship of Canada, $50, and gold medal added by Association. Sweepstakes, $10 entrance; $5 payable May 1, $5 May 18, when entries close.
3. One Hundred Yard Foot Race (Amateur). First prize, diamond pin; second prize, gold sleeve buttons.
4. Five Mile Bicycle, open to all Amateurs. First prize, gold stop watch; second prize, diamond scarf pin.
5. Half Mile Bicycle, without hands (Amateur). First prize, silver watch; second prize, silk umbrella.
6. Vaulting High with Pole (Amateur). First prize, silver water pitcher; second prize, gold shirt studs.
7. Five Mile Bicycle (Professional). Open to all. First prize, $100 cash; second prize, $40 cash; third prize, $20 cash.
8. One Mile Tricycle (Amateur). Open to all. First prize, gold filled watch; second prize, pearl opera glass.
9. Four Hundred and Forty Yard Foot Race (Amateur). First prize, gold ring; second prize, gold shirt studs.
10. One Mile Bicycle (Amateur). Open to all. First prize, diamond ring; second prize, gold chain.

Second Day, Tuesday, May 25, 1886.

1. Two Mile Bicycle. Open to C. W. A. members. 3.20 class; road machines. First prize, silver tilting pitcher; second prize, cyclometer.
2. Two Hundred and Twenty Yard Foot Race (Amateur). First prize, silver watch; second prize, gold plated watch chain.
3. Five Mile Bicycle (Amateur). Provincial championship, gold medal.
4. Two Mile Bicycle (Professional). Sweepstakes; $5 entrance; $25 added by Association. 75 per cent to first; 25 per cent to second.
5. Half Mile Foot Race (Amateur). First prize, gold chain; second prize, dressing case.
6. Three Mile Bicycle Lap Race (Amateur). Open to all. First prize, silver stop watch; second prize, gold sleeve links.
7. Running Broad Jump (Amateur). First prize, timer; second prize, cigar case.
8. Half Mile Dash (Amateur). Open to C. W. A. Silver tilting pitcher.
9. High Jump (Amateur). First prize, meerschaum pipe; second prize, cigar case.
10. Two Mile Bicycle (Amateur). Open to riders in county of Oxford. S. Woodroofe Cup.
11. One Mile Bicycle, Consolation (Amateur). First prize, bronze clock; second prize, silver cup.

☞ All bicycle races run under C. W. A. rules, which are the same as the L. A. W. racing rules.

☞ Foot races and jumps under C. A. A. A. rules.

☞ **Special low rates on all Canadian Railways.**

☞ Entries close on the 18th of May. Entrance fee for professional races, $1.00; to all amateur races, 50 cents. All entries to be addressed to D. A. WHITE, Secretary, W. A. A. A., Woodstock, Ont.; entrance fee to accompany same in all cases. Post entries, 50 cents extra.

☞ The order of races is subject to change at the discretion of the Sports Committee.

NOTE. — If promateurs are not reinstated by May 18 the Sports Committee will arrange races, with satisfactory prizes for them. Three entries and two starters required in each event.

GRAND OPENING TOURNAMENT

OF THE

Lynn Cycle Club Track Association,

LYNN, MAY 31, 1886.

This is the finest bicycle track in the world, being a dead level three-lap track, of perfect design. THIS Tournament will include THE FASTEST MEN IN AMERICA! Look out for record-breaking! League members who visit Boston will regret it if they don't stop over and attend the grand event.

PROGRAMME OF RACES.

FIRST RACE WILL BE CALLED PROMPTLY AT 2 P. M.

1. One-mile Amateur Bicycle. — First prize, a fine gents' gold watch; second prize, pair elegant opera glasses.
2. Three-mile Amateur Bicycle (9.45 class), for League of Essex County Wheelmen only. — First prize, gold medal; second prize, silver medal.
3. Two-mile Amateur Tricycle. — First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-mile Amateur Bicycle (3.20 class). — First prize, gold-headed cane; second prize, base parlor lamp.
5. Three-mile Amateur Bicycle Lap Race. — First prize, silver-tilting water pitcher; second prize, elegant berry set.
6. First of a Series for the Professional Championship of America. — Five-mile Professional Bicycle Race between Robert A. Neilson and John S. Prince. These two celebrated riders will meet to contest for a purse of $300 a side, and an additional purse of $500, offered by the Association, and the Professional Championship of America.
7. Twenty-mile Amateur Bicycle Race for the Columbia Prize Cup, valued at $1,500. This cup shall become the personal property of the competitor who is first, for three times, winner in said races for it, or who, in winning one of said races, covers the twenty miles within one hour.

☞ Entries for all races to be made to E. M. BAILEY, Secretary of Lynn Cycle Club Track Association, Lynn, Mass., accompanied by an entrance fee of $1.00 for each event, except the 20-mile entry, which is $5.00, returnable to all who complete the distance.

☞ Entries close May 26. All entries will be received subject to the decision of the L. A. W.

LEAGUE RACES.

The following races will be held under the auspices of the L. A. W., at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.

EVENTS.

1 Mile Amateur Bicycle. — League National Championship.
1 Mile Amateur Tricycle. — League National Championship.
1 Mile Amateur Bicycle. — Mass. State Championship. (Entries Limited to Massachusetts Riders.)
1 Amateur Bicycle. — Novice.
1 Mile Amateur Bicycle. — Handicap.
1 Mile Bicycle. — Invitation Race.
3 Mile Bicycle. — Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee $1.00. No fee for invitation races. Entries close 17 May.

The Racing Board L. A. W. reserves the right to reject any or all entries to the National Championship.

Admission to the Races, 50 cents.

SEND YOUR ORDERS FOR

Papa Weston's Log Book

to this office. Price $1.25.



EASY PAYMENTS.



Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST

Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts.

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

FILL YOUR LAMPS WITH

QUADRANT ILLUMINATING OIL.

Make Your Bearing Run Smoothly with

QUADRANT • LUBRICATING • OIL.

$1.00 a Quart. Samples, 25 cents.

SPECIALLY PREPARED BY

J. A. R. UNDERWOOD, WASHINGTON STREET, DORCHESTER, **BOSTON, MASS.**

Be Sure and Visit the

BOSTON CLUB SHOW

During the League Meet,

MECHANICS' BUILDING, HUNTINGTON AVENUE,

MAY 27, 28, 29, AND 31.

Good Music, Home Trainer Races, Fancy Riding, Etc.

SEE THE WHEELS.

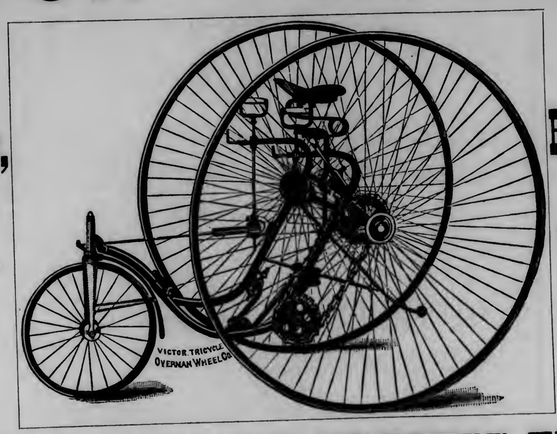
VICTOR · TRICYCLES.

Compressed Tires,

GUARANTEED TO **STAY IN.**

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

We have a few '85 PATTERN VICTOR BICYCLES, which will be sold at Bargain Prices.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



Bicycles, Tricycles and Sociables at Second-Hand Prices.

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

PRICES REDUCED!

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. —— BRANCH HOUSES —— 115 Wabash Avenue, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

CARTOON NUMBER.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$2.00 a Year. 5 cents a copy. | BOSTON, 28 MAY, 1886. | Volume XIII. Number 4.

DID YOU WAIT,

—OR—

ARE YOU TIRED?

"My new 60" Victor is here, and I'm more than glad I waited for it. A 54" was gotten for Mr. S. G. Smith, who found it too large for him. Our captain has bought it, and Mr. S. is to have a new one. We both swear by Victors, and the other fellows who have —— light roadsters are tired to think they would n't wait. We lay them out"

H. R. CHURCH,
Troy, N.Y.

There are several "tired" riders. We hear from them every day, in this way: "We were told we could n't get Victors"; "I am sorry now that I did n't wait"; "Will you take my —— and give me a Victor?" etc., etc.

We don't sell Victors by telling riders they can't get other wheels.

We don't "bulldoze" our trade; we buy it with merit. Nothing shows such high grade construction, and no price so reasonable, — a price reasonable without being obliged to "greatly reduce" it.

Know us as wheelmen among wheelmen, who are working to give wheelmen good work for fair pay.

OVERMAN WHEEL CO.
182 Columbus Avenue, Boston.

WRIGHT & DITSON,

BICYCLE UNIFORMS

A SPECIALTY.

In Stock and Made to Order.

This branch of our business is in the charge of an Experienced Custom Cutter who will furnish samples, prices, etc., to any address on application.



FINE LAWN TENNIS,

Fishing Tackle,

CAMPING OUTFITS, LAWN TENTS,

Base Ball, Cricket, Polo, Lacrosse, Gymnasium Goods, Etc., Hammocks, Oars and Canoe Paddles.

WHEELMEN ATTENDING THE LEAGUE MEET ARE CORDIALLY INVITED TO VISIT OUR STORE AND EXAMINE STOCK.

580 Washington Street, BOSTON, MASS., corner of Hayward Place.

BEESTON HUMBERS.

BICYCLE, CRIPPER, TANDEM.

Guaranteed Lighter than any others.

LLEWELLYN H. JOHNSON

IMPORTER

EAST ORANGE - - - - N. J.

SEND FOR PRICE LIST.

ONE OUT OF MANY.

Messrs. OVERMAN WHEEL COMPANY:

Gentlemen,— I am so much pleased ~~and~~ with my new "Victor" that I consider you are entitled to receive this testimonial of its fine quality. I have ridden different makes for over six years, and have just found a Bicycle. To make it short, it is the easiest running, fastest coasting, and most rigid machine I ever rode, to say nothing of its lightness, fine work, and splendid appearance.

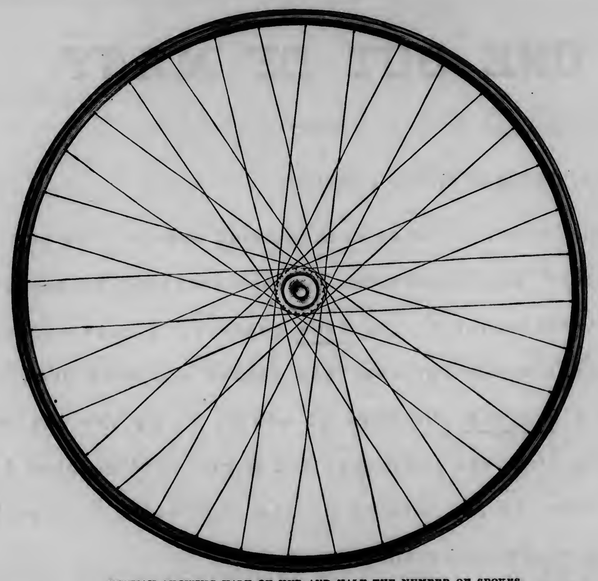
W. P. HALL,
460 Madison Avenue,
Baltimore, Md.

Before buying your new mount for the coming season, send for price list and description of the

"NEW RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke broke or wheel buckled.



Universally acknowledged to be the strongest and most rigid wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded *a Gold Medal,* the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.
"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

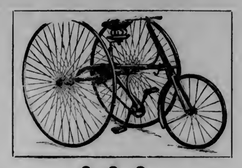
ENERGETIC AGENTS WANTED *EVERYWHERE.* Apply for Terms.

S. T. CLARK & CO.

Importers,

BALTIMORE, MD.

SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s. Also winning the Six-days' Race from the Champion SCHOCK, making 1,042 Miles in 72 Hours. These records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

MACHINES FOR HIRE DURING THE MEET.

We supply first-class Bicycles or Tricycles, and the user will have no bother or further expense, getting a nicely cleaned and oiled machine each morning.

TERMS ON APPLICATION.

LEAGUE STOCKINGS

We have on hand a small job lot of L. A. W. Stockings, which we will close out to League members only, at $1.25 by mail, postpaid.

Sizes, 9½, 10, and 10½.

CASH MUST ACCOMPANY ORDER.

GOODS GUARANTEED.

Parties sending crated machines to be used at the League Meet, may consign to our care, when we will uncrate, set up, and adjust properly, ready for use. Will store crates, and after the Meet recrate and ship at reasonable charges and without trouble to the owners.

Please notify us and send B. L. when shipping.

Visitors to the Meet will find our Store open from

7 a. m. to 10 p. m.

and no effort will be spared to make things pleasant for visitors.

W. W. STALL.
ODD FELLOWS' HALL,
569 Tremont Street, 4 Warren Avenue,
BOSTON, MASS.

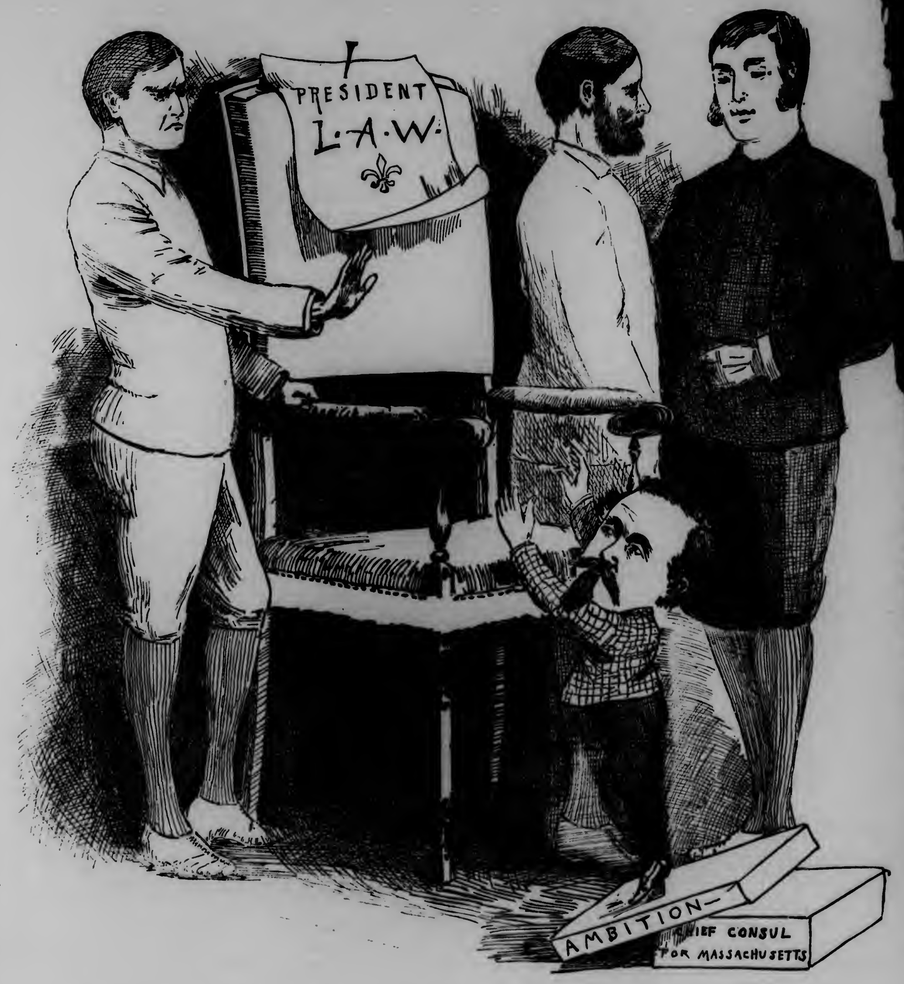


We do the only general business in Boston, being agents for

STAR, COLUMBIA, CLUB,

and other makes. Furnishing anything desired from stock or to order.

Our exhibit at the "Cycleries" will contain a sample of our Custom Work, being a full seven-eighths tired Cripper Tricycle, suited for practical road work, weighing, with saddle and pedals complete, forty-nine and three-fourths pounds. We shall also show the Star Bicycle in perfected form, and think that the Hollow Frame Light Roadster, will show up well in comparison with the best wheels in the show. Our Repair Department will be practically illustrated in the Storage Department, where we will "fix 'em up," *ad lib.*, *gratis.* We have a large line of Second-Hand Wheels which will be sold at low rates.



H. E. D——R.—"Please give me a boost."

REPRESENTATIVE L. A. W.—"No, my little man; not this year. You cannot quite fill that chair yet."

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 28 MAY, 1886.

WELCOME to Boston.

YOU find us ready and happy to take you by the hand.

THIS *will* be the record Meet, if the clerk of the weather will only do the square thing.

CONSULT your programme carefully; you will find lots to do, lots to see, and lots to talk about.

PUT on your war paint and get this amateur question settled for good and all.

DON'T forget the "Cycleries,"—but you won't have a chance to. All the world and his wife will take in the show and the Home-trainer races.

THE BICYCLING WORLD will hereafter be delivered postpaid for one dollar per year. This will give you the cheapest cycling paper, in price, procurable.

WHAT do you think of the new departure in the shape of an original cartoon? These cartoons will be one of the features of the WORLD hereafter.

THESE cartoons will consist of portraits of leading wheelmen, hits on cycling men and things. They will be original, and will be printed separately for framing purposes.

THE namby-pamby, complimentary, don't-dare-to-say what-you-think style of journalism is nauseating. Don't you think so?

WE are pleased to note that the Massachusetts Bi. Club has taken official stand *vs.* the use of a brass band in the parade, thus indorsing the position of the WORLD on this point.

"PEDALS" gives the readers of the WORLD an excellent poem this week, on the "Gathering of the Clans." While this gentleman's contributions are all worthy of commendation, this one is particularly so.

THE *Bulletin* growls because of the paucity of news it has been able to procure *in re* League Meet arrangements. We do not know the means employed by the *Bulletin* to get the news. We would suggest, however, that the management of the official L. A. W. paper *employ* some one to keep them posted on occasions of this kind. That is the way we have to do. We don't charge anything for this pointer.

WHILE we do not neglect the business interests of the WORLD, we appreciate the fact that the long-suffering dealer has been harrassed almost to the verge of distraction by solicitors for advertisements at this time. We therefore have refrained from asking for extra ads. from our regular advertisers, although this issue of the paper is a special one. We trust that our forbearance will be understood by our patrons. We do not believe in killing the goose that lays the golden egg.

THE price of yearly subscription to the WORLD, with this issue and hereafter, will be one dollar a year instead of two as heretofore. This material reduction in price will not cause any relaxation in our efforts to continue the WORLD as the leading cycling journal. Our circulation and the generous patronage of advertisers has enabled us to make this change. The cause of the reduction is determination on the part of the WORLD'S publishers to issue a paper which shall be so readable and newsy, and, at the same time, so moderate in price, that all wheelmen will subscribe for it.

THE secretary-editor of the League indulges in an editorial on the mail vote question, which is couched in language that is not only exceedingly ungentlemanly, but decidedly out of place in an official organ. If members of the League cannot ask for information from its salaried officer without being called "thick headed" and "densely ignorant," it is time some one else received the very liberal emoluments of the office. If Mr. Aaron thinks he is hired to conduct the official organ on the "penny dreadful" principle, he is mistaken; and if he thinks he can take away attention from his own incapacity or neglect of duty by using vigorous language, he should be taught better. The last League election was a disgrace, and no one appears to be at fault except the secretary-editor, who accuses us of "thick headedness" because we ask for an explanation which is due to the members of the League. The secretary-editor, in the *Bulletin* of 19 March, published a list of representatives each State was entitled to at the time of writing, and the number they would probably be entitled to in the "near future." He said, "while any representatives elected over the number first mentioned in this column cannot be considered as elected, in fact, we think it quite safe for the members in any State to vote for the maximum number, so that when they are entitled to that number the president of the L. A. W. may be guided by the express wish of the State ascertained in this way in his choice of appointees when called upon to appoint extra representatives." Under these instructions many States, notably Massachusetts, New York, and Connecticut

issued ballots containing the "maximum number" of "candidates." Although the secretary thought this "quite safe," it turned out that it was very unsafe, and as a result every ballot containing a greater number of names than the actual number entitled to election was cast out. The members looked to the secretary for reliable information, but found he did not possess it. When we ask for an explanation we are "thick headed" and "densely ignorant."

We may be the former, we leave that for our readers to judge, but if we are "densely ignorant" of the League's affairs, it is because the secretary conducts the business of his office in such a slipshod and unreliable manner that the *Bulletin* does not contain what it ought, and that which it does contain cannot be depended upon.

The secretary-editor made a mistake, misled many members, and rendered the last election a farce. Instead of having the manliness to say so, and the decency to explain to "densely ignorant" members, he tries to crawl out of the hole he is in, by evading the question and putting the blame on the Committee of Rights and Privileges. The whole trouble grew out of the secretary-editor's misleading statements in the *Bulletin* of 19 March. We do not care whether this matter is explained or not, but we believe the secretary of the League is perverting the uses of his office in refusing to give the information desired by thousands of League members.

OUR cartoon this week will explain itself. A little fun now and then is relished by the best of men. Mr. Ducker having expressed his desire that the WORLD oppose him, we desire to gratify him in his whim.

A Correction.

In our last issue we printed the following: "The suit Overman *vs.* Pope Manufacturing Co., for damages for infringement of the Bown patent, is postponed to 27 May, at request of the Pope Manufacturing Co." We were misinformed so it seems, and desire to correct it in justice to the Pope Manufacturing Co. The facts are, the case was postponed at the request of both sides in consequence of the death of Mr. Thurston's father, Mr. Thurston being senior counsel for Bown and Overman. We cheerfully make the correction. The counsel for the Pope Manufacturing Co. joined in the request as a matter of courtesy.

"Spring" Poetry.

THE article on this subject in a recent issue, was interesting, but the author is evidently enacting the *rôle* of a guide-board — pointing a way he has never followed, and never intends to follow. I tried to get up a poem on the basis set forth, but it would n't glide. When I paid too much attention to the rhythm there was a painful dearth of ideas; and when I worked for ideas the rhythm was badly buckled. Then I started off at a new tangent, and finally reached a rather vague sort of result.

To begin with, one of the first essentials to success in this line, as well as to comfort in riding the bicycle or tricycle, is a first-class *spring*: —

"Oh gentle *spring!*"

Sung the poet who learned to ride on the bone-shaker. A stiff spring is always rather forward, and often indicates an early fall. This is especially discouraging to beginners, for summer always being left out in the cold, in this manner — kind of winter of discontent, as it were, in the very springtime of life.

Anybody can write ordinary poetry, but spring poetry, somehow, has to be tempered and finished with such exceeding nicety that a single flaw may sometimes play the mischief with the whole piece. I freely admit I am no spring poet. But this is the way I began the other day: —

I mind me of a tender (sliding) spring,
Which once was mine in years gone by.
The earth was verdant — so was I —
I struck a brick and snapped the thing.

It cost me $3.78 for repairs. I tried to work this little bit of detail into the poem, but it was such a decided flaw that I began again. This is the next attempt: —

When April weeps, and bluebirds sing,
And pussy willows burst to bloom;
When early trade begins to boom,
And soft winds rock thy *cradle, spring*.

That 's as far as I could get. There was an attachment or an infringement or an injunction or something on that "cradle spring," and I stuck. I wanted to work a tender bit of romance out of that cradle spring, but somehow there wasn't any give to the subject, so I gave it up and tried again.

But, merciful powers (of endurance)! such demoniac — no, no; I can't inflict it on the patient readers of the BI. WORLD, for life is too brief. I am ashamed to say how many times I mounted my hobby, wabbled (not warbled) through several imperfect feet, and came down to gravel again with a crash; or how long I prayed with my subject. I tried heroic measure (some kind friend should have tried heroic measures with me); I tried Alexandrine, Iambic, Hexameter, Anapæstic, Trochaic, and all the other kinds of verse. I slid up and down the entire gamut of French verse, —from "Triolet" to "Villanelle," — and, in the end, this poor little rondeau is all, all that I have to show for my hours (days) of toil and wasted ink and paper: —

I cannot ride. You ask me why?
Alas, I should not tell a lie,
Though shame the truth would bring;
I did it on my little spring, —
Now, how was that for high?

T' was like a rail, I won't deny;
It had no elasticity;
The clip was soldered to the thing.
I cannot ride.

Some day I hope again to try,
Another make, if I can buy
A little comfort with the thing.
I wait thy coming, *gentle* spring,
With maiden hesitancy, shy.
I cannot ride.

Don't say anything more about spring poetry, but if you know of a real easy make of bicycle spring, and can refer me to the dealer's advertisement, I shall feel grateful to the day of my death.

374,968.

New Orleans to Boston.

THE party of three gentlemen, Messrs Hill, Fairchild and Fairfax, arrived in Boston Tuesday evening on time, just thirty days from date of start. Men and machines came through in good shape, the former hale, hearty, and hungry. Out of the eighteen hundred miles they railed about one hundred and thirty. The best day's riding was one hundred and four miles, through the Shenandoah Valley, and the next best was their last day's ride into Boston, about ninety-five miles. Mr. Hill says it was not all fun, but a deal of hard work was done, and a good test of a man's grit was given the party. The gentlemen will stay in Boston about ten days. They are putting up at the Faneuil House, Brighton.

Why we Kick.

MULES kick and so do we. Both kick to some purpose. We don't kick at the L. A. W. but at some of the methods employed by those who are responsible, for the administration of its affairs.

WE kick with both feet when we cannot find out where the League money goes to, and are told that the officials have not time to tell us, or any one else, how the finances of the concern stand.

WE kick when men want to run every thing in a brass band style.

WE kick when Karl Kron writes us long letters, when our tailor sends in his bill, when our office boy loses proof, when the *Bulletin* prints officially wrong advice and then calls us "thick headed" because we followed it.

WE kick when Stall screams with his screamer, and Atwell squawks with his squawker, when the enterprising dealer sends two pages solid matter of puffs and asks us "please to insert in the next, free gratis," when B. B. Ayers refuses to endorse our drafts, when Dr. Kendall brings the bull terrier Bess up into our sanctum, when Steve Terry refuses to run for president, when Ducker says he would *prefer* our opposition to our support.

We are Told

THAT cycling problems are growing chestnutty.

* * *

THAT the records will be lowered on the home trainers at the Boston Club's show.

* * *

THAT many Boston wheelmen are having their regular business suits made from the L. A. W. cloth.

* * *

THAT there is a prospect of another tournament on the Union grounds in the near future.

* * *

THAT another sure way of making Chairman Bassett "sit up," is to mention the word Ducker in connection with certain private correspondence now pretty public.

* * *

THAT the *Bulletin* wants an explanation of the apparent fact that it was badly left on League Meet news.

* * *

THAT the Presidio Hill course up which the Pacific slopers had their late race is five-eighths of a mile long, and it was topped by Elwell in 4.30.

* * *

THAT the *Ingleside*, of San Francisco, will give a prize to the winner of the fifty mile road race to be held 5 July.

* * *

THAT Scranton wheelmen have been very much exercised because of dearth of news *in re* the Meet.

* * *

THAT it is reported that Chairman Bassett insists that all that has been done *in re* the m. a. question has received the approval of the members of the board and was known to them.

* * *

THAT our friend "Faed" has been doing Ireland, and judging from his reports of his trip he must have given the "Blarney Stone" a visit.

* * *

THAT Mobile riders have been forbidden the use of the shell road, and that as this is the only ridable piece in the city, cycling has gotten a black eye there.

* * *

THAT "Faed" has been over to the Emerald Isle scooping in the prizes on his Quadrant racer, at Ball's Bridge track, Dublin.

* * *

THAT Knapp rides very much in the same form as Wood and English, the British flyers.

* * *

THAT Huntley is not so dead sure of the Columbia cup as he was.

THAT the rules to be used in forming and conducting the parade, are Capt. Peck's production. That they are very elaborate and complete, but life is too short to enable us to master the same.

* * *

THAT tricycles and Stars will be in a division by themselves, in the parade.

* * *

THAT Hendee is riding in better form this season than any of the other cracks that are at Lynn.

* * *

THAT "Lt.-Col. Methuen of the British army," has been victimizing a St. Louis wheelman to the tune of $100 or so.

* * *

THAT the said Lt. Col. used a forged letter of introduction from that much abused gentleman, B. B. Ayers.

* * *

THAT resolutions of protest against the election farce are seasonable.

* * *

THAT the Massachusetts Bicycle Club is still the banner club of League, having more than twice the membership in the League of any club in America.

* * *

THAT V. C. Place will reappear on the path this year on the track this season, mounted on Howell's 59-inch Rudge racer, on which the latter did the mile in 2.31⅘.

* * *

THAT F. D. Elwell, the winner of the Presidio Hill climbing contest, near San Francisco, lately, is only nineteen years old, stands six feet one half inch in his stockings, and weighs one hundred and seventy-six pounds.

* * *

THAT H. O. Duncan, the crack French rider, will probably be at Springfield next fall. He lately took the 50-mile English championship over Lees.

* * *

THAT the St. Louisians want another one hundred mile scorch, on the Clarkesville route.

* * *

THAT the Connecticut Club has hired Charter Oak Park for the Hartford races.

* * *

THAT Asa Dolph will again try his luck on the path.

* * *

THAT the Springfield Club is issuing a new colored lithograph for next year's races.

* * *

THAT in it Uncle Sam is represented as knocking spots out of John Bull.

* * *

THAT at the general meeting of the Cyclists Touring Club only about sixty members show up, and this in spite of a boasted membership of 20,000.

THAT it costs twenty-five dollars to become a life member of the C. T. C.

* * *

THAT Robert Buck, of Cleveland, will try to climb Hog Back Hill, which has not yet been ridden on a cycle.

* * *

THAT St. Louis lantern parade has been set for 29 September.

* * *

THAT the Lynn Cycle Club will parade on morning of the 31st.

* * *

THAT Lynn claims to be the banner cycle town of New England.

* * *

THAT the Eastern Division of the touring department L. A. W. will have charge of the Gloucester run of the Somerville and Dorchester Clubs.

* * *

THAT Dr. Rust, L. A. Miller, J. F. Ives and Wm. McMaster have been chosen delegates to represent Meridan at the Boston Meet.

* * *

THAT at an early date, over a well-known course, W. H. Edmands and D. N. C. Hyams will ride a tricycle race. Each man will pedal his ordinary roadster. Local wheelmen make your bets.

* * *

THAT Ducker has blood in his eye, and wants to know why Massachusetts Division has such a hard time getting money due them from the parent body.

* * *

THAT Burnham won't enter any of the invitation races, and will not race at all unless he can go with the open amateur events.

* * *

THAT the Massachusetts Club has appointed the following racing board: A. D. Peck, Jr., A. L. Atkins, S. A. Miller and H. D. Corey.

* * *

THAT the Boston Club has tendered the freedom of its house to the New York, Montreal, Albany, and Capitol Clubs, during the Meet.

* * *

THE Chelsea Club men will hereafter be labeled with name of their club in silver on the collar.

* * *

THAT the Lynn Cycle Club race course will be known as the "Glenmere track."

* * *

THAT the Globe says that Donovan Ross, of Cambridge don't fly so fast as was expected by his clubmates.

* * *

THAT the Citizen's Club promises a good delegation of tricycle members. Ten being the number expected.

THAT the Pope cup was withdrawn from competition at the Lynn races, for reasons which will appear later.

* * *

THAT cyclists will look for this explanation with a good deal of interest.

* * *

THAT Jno. Ilston, of Hartford, will appear on the track this season, all statements to the contrary, notwithstanding.

* * *

THAT Secretary Editor Aaron will find out that thick skulls are not peculiar to Boston.

* * *

THAT Aaron should remember that the old adage of "whom the gods would destroy they first make mad" is still about true.

* * *

THAT notwithstanding the boys at Lynn are watching the daily practice of Rowe and Hendee, they cannot make up their mind which is the best man.

* * *

THAT six members of the Wacontha Bicycle Club, of Richfield Springs, N. Y., are going to wheel to the Meet.

* * *

THAT there are serious doubts of abilities of the above club getting through, as one of the bylaws compels riders to carry the *name* with them when on the road.

* * *

THAT it makes B. B. Ayers real mad to mention his name in connection with the presidency. Nevertheless, Burley, we would like to see you there.

* * *

THAT a Brooklyn girl wants to know, "If it is true that kissing cures freckles." Would n't say, positively, but a simple receipt like this is worth trying. Call after business hours. "London W" will be in attendance.

* * *

THAT the *Star Advocate* is a small paper, but it is lively and readable.

* * *

THAT a certain Miss Mercy Fogg, of Sanford, Me., is a scorcher on the tricycle.

* * *

THAT one dollar a year for the BICYCLING WORLD is as about as cheap an investment as can be found if the latest cycling news is wanted.

* * *

THAT "The Cycleries" is a drawing card to the Meet.

* * *

THAT London Cyclists who are aspirants to sock and buskin, now find in the Novelty Theatre a place devoted exclusively to the amateurs' use.

* * *

THAT Clement & Co., of Paris, have invented a tricycle handle, which allows vertical and lateral adjustment without removing the handle.

* * *

THAT Karl Kron will not be in Boston during the Meet. A meet without the jolly Karl will be no meet at all.

* * *

THAT the New Orleans tourists received quite an ovation all along the route.

* * *

THAT the wheelman who does not subscribe to the WORLD at $1.00 a year will be in the dark in regard to cycling news.

* * *

THAT Jack Prince did thirty-eight miles at Minneapolis lately within two consecutive hours.

* * *

THAT the Overman Wheel Company have obtained control of Foster Safety Attachment, a device which can be applied to any ordinary bicycle, and which is intended to prevent headers.

* * *

TO say in (an odd way) that the Cycleries will be amply entertaining to unwheely men and women, as well as to the rotaleggy ones and the "*homines bicyclissime*," which is Boston Club Latin for "scorchers."

* * *

BY a convert from the bicycle to the tricycle —

No more I travel on the brink of fall,
And bump uneasy on bicycle tall.

* * *

THAT Jack Prince swears by frog's legs and sliced tomatoes for food during a seventy-two hours' race, as that was the sustenance he took in, during the last two days.

* * *

THE Overman Wheel Company have made extensive preparations in the way of a heavy stock of the new '86 Victors, with a view to supplying those riders who come to the Meet intending to purchase new mounts.

* * *

THAT the "My Cycling Log Book" will be on sale at the BICYCLING WORLD stand at the Cycleries.

A Sad Affair.

OUR readers who date their interest in cycling and cycling literature back to 1879 will remember a series of letters written by a gentleman over the *nom de plume* of "Young man afraid of his bicycle." The originator of these articles which were of a character antagonistic to cycling, was Mr. C. B. Patten, for many years connected with one of our leading banks; Mr. Patten at that time was and has since been suffering from nervous trouble, and had been often urged by "Papa" Weston to take to the wheel as a means of relief, to no purpose, however. Last Saturday morning this nervous trouble culminated in Mr. C. B. Patten's placing himself in front of the express train which passed through Savin Hill station at 6 A. M. on that day. Instant death was, of course, the consequence.

Chicago.

FRED ROLLINSON has turned up and is not dead, as has been reported in the various wheel papers. In a letter to John Blake, he states that he has reformed and will soon be East to again enter the ranks of the professionals. I have heard it said that Rollinson was from noble stock on the other side. Can,'t say how that is, but that he was his own worst enemy goes without saying.

* * *

THIS week's issue of the *Mirror* of American Sports and L. A. W. *Bulletin* will contain the following announcement in substance from Chief Consul Blake: "The annual meet of the Illinois Division L. A. W., which has heretofore taken place on 30 May, is this year postponed until 3 July, and will be held at Cheltenham Beach in connection with the World's Pastime Exposition. Races will form a portion of the programme, and a tour to Waukesha a day later will be a not uninteresting feature. Members will receive due notification of the programme in detail."

* * *

3 JULY is the date set for the opening of Cheltenham Beach, and as the management is in competent hands, the Illinois Meet this year will be the most enjoyable of any in its history. Everything in the category of a fresh-water Coney Island will greet the eye, as will everything acquatic and athletic in the world of outdoor sports. The Pope Company will be represented in the exhibition building. Gormully & Jeffery's exhibit will be in the hands of the John Wilkinson Company.

* * *

THE Owl Club will send no delegates to the L. A. W. Meet, and say that none of their numbers can make it convenient to leave business. The Chicago Club will be unofficially represented by Ned Oliver and Burley Ayres, and these two gentlemen, as far as I can discover, will represent the entire Chicago contingent, though R. P. Gormully is thinking some of going, but is undecided at this writing.

* * *

NOTHING startling from the clubs. The Chicagos will make a run North, taking supper at Fischer's, on Saturday evening. This is a postponed run from last Saturday, on account of rain. And on Decoration Day a run to Pullman is announced, on which date the Pullman Athletic Club will hold their annual spring meeting. PHILO.

IT is said if W. W. Stall attempts to blow one of his "screachers" during the League Meet, the fact that he is chairman of the police committee, will not save him from arrest.

YEARLY SUBSCRIPTION TO THE "WORLD"

REDUCED

TO

ONE DOLLAR!



"Here's to your very good health, may you live long and prosper, and subscribe to the WORLD at once. We are going to chip in a dollar each as soon as we reach the Cycleries."

Only One Dollar a Year.

Send at once, if you are not in the city, to

179 TREMONT STREET - - - - BOSTON.

THESE PARTIES ARE GOING TO

The CYCLERIES.

Wheels, Cyclists' Accessories, Amateur Photographic Goods, Sporting Goods.



DON'T MISS IT! DON'T FORGET IT!!

MECHANICS' FAIR BUILDING,

HUNTINGTON AVENUE,

27, 28, 29, and 31 MAY.

CURRENTE CALAMO

The Gathering of the Clans.

SOUND, sound, sound, the calliope's martial blast!
Blow, blow, blow, the blawsted bugle till you bust!
Shriek, shriek, shriek, upon the screamer all you can!
Bang, bang, bang, on every symptom of a pan!

From San Francisco's frigid shore to torrid Bangor's strand,
From the vine-clad hills of Montreal to dreary Dixey Land,
From the boundless plains of old Vermont to where the mustangs bleat,
Comes the endless swarm of cyclers to attend the Boston Meet.
Amusements and attractions will be found on every side,
And the best roads in the country for those who wish to ride.
There will be an exhibition, called in print the "cycleries."
(Which is very early English, if it is n't Japanese).
A dinner, where we all may greet the old familiar faces.
That is, if we have taken care to pre-engage our places.
No end of pleasant wheeling, scorching runs and social rides,
Seas of lager set to music, and a minstrel show besides.
Then the great parade is something which it will not do to miss,
At a guess, we should imagine it will peter out like this:
First a dozen stout policemen crushing back the vulgar throng,
Give the hoodlum elements a hint to get where they belong.
Next the great and only Ducker, with his stiff and stolid staff,
Will go by in solemn splendor (please remember not to laugh).
Then the instruments of torture, Johnny Morgan's German Band,
Will annihilate the "screamers" and antagonize the land,
While the horses prancing gayly at a mile-an-hour gait,
Teach the aspirants for glory how to linger and to wait.
Then the cycling fiends from Texas and the backwoodsmen from Lynn,
And the gentle Michiganders follow on through thick and thin,
While the "Arizona Cyclers" with revolvers in their boots,
Will arise and don their harness when the Boston's tooter toots.
And New York will send her quota, and Chicago will be there,
"There 'll be pork as well as beans in line," the Cincinnatis swear;
And New Orleans now is on the way, the South is in the saddle,
(They will get here by Thanksgiving, if they have to swim or paddle).
Fellow-wheelmen from Kentucky, will in glory wheel beside,
The cultured bean-eaters who may have nerve enough to ride;
Riders big and riders little, cycles great and cycles small,
And the ever-present hoodlums gloating proudly over all.
In the shelter of a doorway we shall watch the crowd go by,
With a sharp lookout for safety when the sticks begin to fly.
When the hoodlums have exhausted their supply of sticks and stones,
And the doctor's finished bandaging and mending broken bones,
Then the bicycling fraternity will wend its merry way,
To the races which are named to close the wheelmen's holiday.
When it's over, and you 're "busted" (and right here please stick a pin),
Stay in Boston over Sunday, and spend Monday down at

LYNN!

PEDALS.

THE Meet.

THE seventh.

THE first was in Newport.

THIS is the second time Boston has been favored.

THE Music Hall concert will be lively.

THE programme is a full one, and he who takes in all that is going on will have his hands full.

THE "scorchers'" run, on Saturday, will be a lively go. Boston wheelmen, see that the reputation of the home riders is preserved. Let no speedy visitor show his rear wheel to you.

THE meeting of the officers promises to be a lively one, and there are many important matters to be considered.

SPECULATIONS are rife as to who will be president. At the time of going to press, Ducker and Beckwith seem to be the candidates, with the chances in favor of the latter.

As we look at the programme of the Meet, we grow tired.

DON'T forget to subscribe to the WORLD for one year before you leave town.

IF you cannot find what you want in the wheeling line at the Cycleries, you cannot find it in the United States.

IF at Lynn, stop at the Boscobel; if at Brighton, stop at the Faneuil; if at So. Natick, call at Baileys; if passing near Harvard Street, Brookline, ask some one to show you the Hawthorne and stop and get a lunch; if a racing man, go to Hotel Winthrop, 11 Summer Street, Lynn.

THE band has been abandoned, that is to say, it will not head the parade, but discourse sweet music from the steps of the Vendome during the forming of the line.

THERE will be four divisions in the parade. Each division will have a color: "A," purple; "B," red; "C," blue; and "D," white.

No wheelman except a League member will be allowed to parade.

THE entries for the home-trainer race should be made to E. W. Hodgkins, 87 Boylston Street.

REMEMBER Dr. Kendall's run to Nantasket Sunday morning.

DON'T think of going home till Monday night. You will miss it if you go away without seeing Rowe, Hendee, Knapp, Prince and Neilson race.

TAKE in the photographic display and buy your camera now. You will never find a wider choice offered.

THE storage committee request that wheelmen attending the races, will not take their machines to the grounds, but store them in the Mechanic's Building, which is but a few steps from the Union Grounds. Those bringing machines to the races are requested to enter by the Dartmouth street gates, others at the Huntington Avenue entrance.

THE local clubs have planned for runs to the Boston Club's Cycle Show, on the evening of the first day of the Meet.

THE committee on parading will try and persuade the city government to restrain the watering carts from traversing the route of the parade on Saturday morning.

THE official programme will be in every one's hands, and so we refrain from giving detailed information other than is contained in our programme printed on another page, and, as above, in shape of hints.

THE St. Louis *Critic* calls Arthur Young "the champion hill climber of America." We hope he will come on to Boston on 27 May, and establish the right to the title. He certainly will have a chance to meet some of our hill climbers at "Corey."

THE *Ingleside* propounds the question as to "what cycler has not heard of the hill climbing contest up Glory hill of Boston." Well, brother, *we* have never heard of such a hill. Don't you mean Corey?

J. B. BARROWS & Co., of Providence, R. I., have been making things lively in that city in bicycling matters. They have taken the agency for the Overman Company and for the WORLD, and will push these interests in little Rhody for all they are worth. They also carry the usual line of sundries to be found in all well-regulated cycle shops.

THE very latest thing is convertible clothing, and consists of a set of nether garments which can be made into a pair of trousers or bicycle breeches at the owner's will. The trousers are arranged with cunningly concealed hooks and eyes so carefully placed in position as to convert into a very neat fitting pair of knickerbockers and close leggings. The costume also further consists of a convertible coat and a convertible hat. This marvellous rig is the production of Messrs. Goy, of London.

NOW this is too bad! Here we took the trouble to have "Professor" Rollinson, a raving maniac in a comfortable asylum in California, at which place, later on, we had him die and buried in a very cosey manner. But after all this, he has the thoughtlessness to pop up on a ranch somewhere out West, alive, healthy, and ten pounds heavier. We think this very inconsiderate of the "Professor," but we forgive him this time. The resurrected man reports he will take to the path again this season.

CAPT. F. H. BURRILL and J. C. Clark, of the Wakefield Bicycle Club, succeeded in mounting Cowdrey's Hill in that town, on a Singer Humber, tandem pattern, last week. This is considered quite a feat among the local wheelmen, inasmuch as there are but a few bicycle riders who can mount it. This speaks volumes for the tandem.

EDITOR Hicks, of the *P.-D.*, says he has solved the secret of how to mount a Star. His solution is that the learner should start the machine, stand on the step and pedal with his right foot. When he has this down fine the mounting is, of course, easy. The fashion among certain Star riders of carrying tree-boxes around in their pockets is now expected to immediately fall into disrepute.—*St. Louis Critic.*

IT seems that W. G. Adams, the would-be burglar who distinguished himself by trying to get away with a large amount of his employer's money in New York, a few weeks ago, had not paid his initiation fees to the Harlem Wheelmen, hence he was not a member at the time of his little escapade.

Manhattan Meanderings.

THE universal question: "Are you going to the Meet?" and the "Well, ta ta, I'll see you at the Meet," fairly dominate the cycling world of Gotham, and for the moment, all other matters are temporarily retired. Our party will leave Wednesday, at 5 P. M., on the Fall River Steamer Bristol. About one hundred New York men, and one hundred and fifty "vicinities"—Brooklyn, Jersey City, etc.—will total two hundred and fifty. The Citizens will send about thirty-five, the Harlem Wheelmen, twenty-five, and the Ixions, twenty. Many of the men will stay over for the Lynn races. There will undoubtedly be much jollity on the up trip, and considerable marine painting will be done.

WE are road-racing mad, just now. So much interest is taken in the New York and New Jersey Inter-Club race, and every development is awaited with such intense interest, that I may be pardoned for referring to it again. So much dissatisfaction has been expressed with the course, that it is probable that the Irvington-Milburn route will finally be decided on. It is a five mile stretch, commencing at the first hill beyond Irvington—two and a half miles from Newark, via Clinton Avenue—and finishing at Milburn. The first quarter mile is down hill; the last three quarters of the first mile is up a long hill. The next four miles present two long hills, and the steep Milburn Hill will be the test point of the course. A judge, stationed on the apex of each hill, will enable the race to be kept in sight from start to finish. Forty men will start. The first place is conceded to Kluge, who will represent the Hudson County Wheelmen. This club held a preliminary ten-miles contest over this course, to select three representatives, with Kluge, for the "great" event. C. A. Stenken finished first, W. P. Smith, second, and C. L. Meyers. The time made was kept secret, but it was under the course record, which is forty minutes. All the clubs have men in strict training, and many men have purchased light machines especially for this event. The race comes off 12 June.

ON Friday night, at the hour of 11.30, a ring at the Ixion's door-bell awoke Home-trainer Herring out of a doze. Upon opening the door, the New Orleans-to-Boston tourists, Messrs. Hill, Fairchild and Fairfax, stood before the finny one. Herring entertained them in the club parlor for some time, and about 12 M., when the man about town doth squeak and gibber, and hug the unsuspecting lamp-post, the quartette issued forth into the darkness. What Herring did with them no man knows, for they went away the next morning, Herring turning out at 5 A. M. to pilot them to Tarrytown. Anyone who knows Herring will appreciate the magnitude of this sacrifice, He has not since been seen, and as yet it is a matter of conjecture whether he succumbed on the Tarrytown journey, or suicided, in a fit of remorse of the loss of six hours' sleep.

ON Sunday, a contingent of the Ixion Club went out to the Oranges and laid out their fifty miles' course. It runs from Bloomfield and passes through Orange. It is triangular in shape, and must be ridden three times to complete the necessary half-century. The race will be ridden on Decoration Day, and it will doubtless be the means of keeping several Ixions from the League Meet.

ALL arrangements have been made—except the election of the men—for the King's County and Elizabeth Wheelmen's twenty-five mile team road race. It will be ridden over the Irvington-Milburn course, on Saturday afternoon, 26 June. This club has the racing fever bad, the success of their novice, Ray, having turned the heads of the glory seekers.

AT the regular monthly meeting of the King's County Wheelmen, held last Monday night, a large body assembled in anticipation of a pleasant event; to wit, the presentation to the ever-popular Pettus, of a handsome gold pin, presented to him by the members of the drill team, which he captained all winter. Pettus, however, all innocent of the honors awaiting him, left the club house before the opportunity to present arrived, much to the chagrin of the whole crowd. He has doubtless been "surprised" by this time, so that this paragraph will not be news to him. At this meeting, ten members were elected, and twelve proposals received. By the way, the club wound up the social season with a "literwary" last Monday night, the programme of the evening including human and instrumental music, recitation, dancing, and ah! refreshment.

MR. BECKWITH'S chances for the League Presidency do not look so rosy as they did a week ago. It is a certainty that Stephen Terry will run. We should not be surprised if the Doctor withdrew in favor of Terry. TITNAM.

"Every Little Helps."

NEVER mind the man's name, it is sufficient to say that he was an ardent wheelman who burned to achieve distinction on the path. After spending a vast amount of money, and training assiduously for some time, he managed to do a mile in 2.55 on a semi-racer, which he had bought second-hand. This victory so swelled him with conceit and delight that he decided to get a new machine and make a bold bid for the mile championship.

To an ordinary man this might look as though the individual in question was possessed of an overweening belief in his own powers; but the real cause of the attempt was that our friend was a great mathematician, and having spent some time in reading the advertisements in the various wheeling papers, had arrived at the following logical conclusions.

"The patent 'Scorcher' racer, weighing only sixteen pounds, has so many advantages over any other machine in the market, that it will enable its rider to do ten seconds faster in the mile, etc."

"Use the patent Anti-Dyspeptic Saddle, made of pure dandelion root, which prevents vibration, and is five seconds faster in the mile."

"Bunkum's patent Heal All, removes pimples, or furniture by rail, road, or van, and invigorates alike the muscles of wheelmen or jaded cab horses, and is three seconds faster in the mile."

"Kaufdrop's Refreshing Lemon-Kali, an invigorating drink for wheelmen in training. Adds five seconds in the mile to the pace."

"Bradlaugh's Patent Pumps. These shoes should give the rider a *boot*iful grip of the pedal, and add three and a half seconds each to the pace for one mile."

Having procured a slate and a pencil, our ardent wheelman added the various seconds together. with the result that according to his calculations he should be able to do the mile in 2.30, which he reckoned would require a deal of beating. The reason of his utter failure on the day of the race he attributes to the fact that he used such a large quantity of Bunkum's Heal All that its powers of moving the muscles were great enough to move him bodily from the bicycle, and deposit him on the track, from whence he was carried in pieces by his sorrowing relatives, and his remains now present a very fine problem for any one fond of putting puzzles together.

THE WELSHER *in Wheeling.*

The Tale of a Painted Crank.

"WHEN will my jigger come home?" I wonder how many times I said that to myself after I had at last decided on a machine and placed my order with a maker. When I sent the order I said, "Will you please endeavor to let me have the machine by the 20th of next month." When the maker wrote back, acknowledging receipt of the order, with many thanks, he said, "Referring to your request that machine may be delivered by the 20th ult., it shall have our best attention." Not being well versed in the ways of cycle manufacturers, I fondly believed I should have the machine by the 20th, but as that day drew near, and I heard nothing of my jigger, I ventured to remind them of the date on which I wished to receive it, and in reply the maker said, "It shall be home by that day without fail." But alas! for his promises, it did n't arrive. The 20th came, and passed, but no cart with a crate on board pulled up before my door. I wrote a very indignant letter, asking for the machine by the next Saturday for certain (doubly underlined). The reply was, "Very sorry indeed for the delay, but are afraid to promise. We will proceed as fast as is possible, compatible with safety." Now that last sentence worked a great change in me. On reading the words "as fast as is possible, compatible with safety," I was pacified. Said I to myself, that evidently means that, if they hurry the work, it may not be done satisfactorily, and I decided not to write them again, but to patiently wait their pleasure and judgment. The following week the weather, which had been rather unpleasant, cleared up, and the roads were in a day or so in perfect condition. Not a rut was to be seen anywhere, and I felt as if I must have a ride on something. Unfortunately, I don't run to the luxury of more than one machine, which one I had recently sold to enable me to go in for a new mount, and so had no jigger to fall back upon. However, the weather was really so fine that I determined to hire a machine of some sort for the following Saturday. So one evening I repaired to the shop of a well-know cycle agent to book a machine for that day. In reply to the query of the agent as to my requirements, I asked if he had any safeties to let out. Yes, he had several, he said, and he wheeled out a couple of antiquated specimens, but on my saying I wanted a more modern pattern, he said he was afraid he had n't any to let out. But here his assistant chimed in, "How about the 'Rudge' we bought yesterday?" "Well," said the agent, "I hardly like to let such a new machine out." However, he at last agreed to let me have it, on condition that I was very careful, and I left the shop (after paying a deposit) with a mount assured for the next Saturday.

On that day I again repaired to the shop, arrayed in my riding togs, and the assistant having brought out the machine, I mounted and set off. I purposed to run to a popular cycling resort some twenty miles away, have dinner, stroll about for an hour or so, and ride home in the early evening. I had not gone far before I found out that the machine was a beauty. It was almost a new one, part plated, and did n't look a scrap like a hired one. It did skip, too, and by the time I had gone about five or six miles I was as much at home on it as on my ordinary. Indeed, it suited me so well, that on overtaking a small party of riders, I ventured to take them on, and had the satisfaction, atfer a smart brush up, of leaving them in the rear. It was while I was racing with the foremost of them that I noticed a peculiar thing in my machine, which had hitherto escaped me. As I leaned over the handles, I saw that the cranks were odd ones. One was much thicker than the other, and the thick one was painted black, while the other one was plated. That 's funny, thought I, and I got off to have a look at it. The painted one had clearly been put on recently, and it struck me as being a curious thing that a man should allow a painted crank to be fitted on while the other one was plated. However, as the machine was all that could be desired elsewhere, I did n't trouble much about this, and mounting again, went on my way rejoicing. About a mile further on, looking along the road in front, I beheld a solitary rider, and increasing my pace, very soon overtook him. We exchanged salutations, and as he was going the same way as myself, we rode on in company. I was very glad to have found a companion, as riding by yourself comes rather tedious after a bit, and we soon got to talking about one thing and another connected with cycling. We were having a chat about the Stanley Show, I riding a bit in advance, when suddenly my companion exclaimed, "Hullo!" I looked round. "What 's the matter," said I. "Oh, nothing," he replied, and we rode on again for some little way in silence, when he said, "Have you had your machine long?" Now, I did n't want to own that I had hired the jigger, so I only said, "No, not long." "You 've got odd cranks, I see," he went on in a most mysterious tone of voice. "Yes," said I, and I thought to myself, he seems to be a funny sort of fellow. What can he be up to? A little farther on he eased up, and then got off. "What 's wrong?" said I. "Oh, nothing," he said, "only my crank 's come loose." "I 'll ease up for you," said I, and I rode on very slowly to enable him to catch me up. When I had gone about one hundred yards, I looked round to see if he was coming on. What was my surprise to see him riding back. I could hardly believe my eyes, and dismounted to have a better look at him. Yes, he was indeed riding back, apparently going his very hardest. Well, thought I, this is a rum start, what can have possessed him? Can he be mad? I stood thus ruminating until he was out of sight, and then, mounting my little safety, pushed on towards my destination. The further I rode, the more I pondered over my late companion's curious actions. I could give no reason whatever for his unaccountable behavior. It seemed clearly a case of "gone dotty." After a pleasant ride of an hour or so, I came in sight of my journey's end, and after climbing the steep hill into the town, steered at once for the Red Lion, the only inn in the place, quite ready for a good dinner. I rode into the yard at the side, leaned my machine against the wall, and entered. The landlord was standing behind the bar, and as I appeared, stared fixedly at me for a moment, and then walked out hurriedly. "John," I heard him say,—"John, here he is." What could he mean? How did he know of my intended arrival, and why should he intimate the same to "John," whom I rightly guessed to be the barman? Could he be referring to some one else? No, no one was there but myself. My conjectures were cut short by the return of the landlord, who, with a smile on his face, pleasantly wished me good morning. There was not a suspicion of anything peculiar about him. Perhaps I had misunderstood his words. I must have done. "Nice day for riding, sir," said he. "Very nice," said I. "Can I have some dinner?" "Yes," said he. "What will you have, a steak or a chop?" I said I would have a steak, and asked him to hurry it up, as I was rather hungry after my ride. He said he would, and went off to give the order. I then went out into the yard to get my machine put away under cover. In the yard, an ostler, the barman, and two stable lads were gathered in a little knot, evidently discussing some interesting topic. By their peculiar glances at me when I appeared, I could see that I was the subject of their conversation. The waiter left the others, and, crossing over to me, asked me if I wanted the machine housed, and on my replying in the affirmative, he put it into an empty horse-box and locked the door. "It 'll be safe enough there," he said, and I distinctly saw him wink at his companions who had gathered round. I then went inside to wait for my dinner. What could be the matter with me? Everybody I came across did something peculiar My companion on the road, the landlord of the inn, the waiter, and then even the very ostler and stable boys. I rose up and took a look at myself in the glass, but all was right. There was nothing strange in my appearance, so, very much puzzled, I sat down again to wait, making vain endeavors to read the morning paper. I waited quite half an hour, and as no signs of my repast appeared, walked out into the bar to see how long it would be. "In two minutes, sir," said the waiter. After a lapse of another ten minutes, I inquired again, and this time they brought it up. "Oh, you 've brought it up at last, have you?" I said. "Sorry to keep you waiting, sir," said Thomas, with a peculiar leer; "what will you take to drink?" I ordered some stout, and

then, when he had retired, pitched into the dinner. After I had been pegging away for about five minutes, and the stout did not appear, I rang the bell violently, which had the effect of bringing up a waitress and the stout. "Very sorry to keep you waiting, sir," said she; "but Thomas forgot all about your order till he heard you ring." I took the stout, drank a long, deep draught, to quell my emotion as it were, and then resumed my dinner. When I had finished I thought I would try a little pastry. Again I rang the bell, but as no one appeared in answer thereto, I rang again, long and loud — in fact, I swung on the bell-pull. "I 'll be blowed if ever I come here again!" said I. As I was lugging away at it, I looked out of the window and saw the landlord standing out on the pavement, peering anxiously down the road; as if expecting somebody to appear. My fearful exercise on the bell had its effect at last, for a few seconds after I had pulled the rope down, Tom, the waiter appeared. "Do you call this an hotel!" I almost shouted. "Why, you all seem asleep. What 's the matter with you?" "Did n't hear you ring, sir," said he. "Good heavens!" said I, "what next? Why, I could hear the bell ringing, even up here. What pastry have you?" He told me, and I ordered some. "And mind you bring it up at once," said I. "I want to be off." "Right, sir," said he. Well, I waited for about a quarter of an hour, but no signs of it appeared. So, as the bell was broken, I walked outside into the passage, and was about to call out "Waiter!" when sounds of a conversation, carried on in whispers, reached my ears. The landlord and Thomas were talking together.

"He's getting orful wild, sir," said Thomas. "I've kep' 'im waiting a orful time already."

"Well, we must keep him here till they arrive somehow or other," said mine host.

I began to feel frightened, and made up my mind to get out of it as soon as possible. So I stepped back into the room, secured my hat and gloves, and walked out down the passage into the bar. My entry interrupted their mysterious conversation — the landlord began to hum a tune, while Thomas wiped a glass. "I can't wait any longer," said I, "you've kept me such a time. How much is it?" "The tart will be ready in a minute," said the landlord, "it's ready now, in fact." "Quite ready, sir," said Thomas. "No," said I, "I can't wait any longer How much?" The landlord began to slowly reckon up my bill. At last he totalled it up. I put down half a sovereign. "Sorry," said he, "but I haven't got any change. Thomas, you must go out and get change." "Yes, sir," said Thomas. They evidently understand one another, thought I. But a farmer-like man, who was in the bar, interrupted, and said he could give me 10s. worth of silver. How the landlord and Thomas glared at him! I took the change, thanked the farmer, and squared my bill. "Will you take a bunch of flowers, sir?" said the landlord — at the same time I saw him give Thomas a kick. This was evidently an agreed signal, and Thomas went out at once. "No, thanks," said I. "Won't you have a ——" but I did not hear what he said, as I was already out in the yard going to get my machine. Thomas, however, was out before me. I saw the ostler who had put away my machine, and went towards him. Thomas got to him first, and in a low whisper I heard him say, "Pretend you've lost the key." and then, as I drew near, he said aloud, "Get the gentleman's machine, Bill." By this time I was so mystified I hardly knew whether I stood on my head or my heels. What could be their reason for wishing to detain me? The ostler was fumbling about in his pockets, pretending to search for the key, while the waiter looked on with an expression of feigned anxiety on his face. "What a fool you are, Bill," said he, "can't you recollect where you put it?" But, of course, the key was not forthcoming, and after the ostler had gone through all his pockets for the third time, I suggested that he should go to the landlord, and get his permission to force the door open, as I wanted to be off.

"I ain't sure but what he's got another key," said Thomas, "I'll go and ask him," and off he went up the yard. I noticed that, before entering the house, he went out into the road and had a look down it, in the same way as the landlord had done some time previously. Now, I knew that his pretending to go for another key was only an excuse to gain more time, but for what purpose I could not think, and so, directly he had gone into the house, I put my foot firmly against the door of the stable, gave a good strong push, and open it flew, the ostler meanwhile standing passively by, and not offering the slightest resistance. I seized my machine, and wheeled it out into the yard. At that moment, two cyclists, who had evidently left their machines in front, ran into the yard, and turned hurriedly into the bar. I wheeled my machine up the yard, and, disregarding the cries of the ostler, who had now woke up, jumped on, and passed under the archway out into the road. But going under the archway, I had to ride over some rough cobble stones, and my stop bell, which had hitherto been quite silent, became loosened by the jolting, and rang sharply out. I heard a cry of "There he goes!" a door slammed, there was a rush of feet behind me, and before I could get up any pace, my machine was seized on either side, and I was brought to a complete standstill. "Not so fast," said the person on my left. I looked at him, and

"Good heavens! it's Jack," I exclaimed, as I recognized an acquaintance.

"What, is it you?" he cried.

Here I looked at the man on my right, and immediately recognized my riding companion of the morning, whose eccentric conduct I had failed to understand.

"Where did you get this machine?" said Jack.

"Why, I hired it this morning," said I.

"Hired it?" cried Jack.

"Yes, hired it," said I, "at the place where we got the tandem" — we had once had a tandem out from the same agency — "they said at first that they hadn't got any safeties to let out, but at last let me have this one, which they had bought the day before."

"That explains it all, my boy," cried Jack, giving me a tremendous one-er on the back.

"Explains what?" said I, "I wish you would explain what all this foolery is about, if you know. I never had such a day in my life."

"I can explain," said Jack, laughing. "Come back to the Red Lion, and I will." I dismounted, and wheeled my machine back. The landlord the waiter, and several members of Jack's club were standing about waiting for us.

"Here, landlord," said Jack, "give me the telegram." "Look here, old man," said he, as the landlord produced it.

I looked at the telegram. It had been sent by Jack to the landlord, and ran thus: —

"A man in gray, on a safety, with one crank plated, other black, will stop at your place to-day. Keep him till we come, if possible."

"Now for the other," said Jack.

The ostler handed him another telegram. It said: —

"Keep him by some means or other. If you cannot stop him, find where he is going. He has stolen the machine he rides.

"What does it all mean?" said I. "Stolen the machine!"

When they had done laughing at the melancholy manner in which I put this question, Jack explained: —

"Well, old man," said he, "I'll tell you all about it. On Tuesday morning I upset my safety, and loosened the crank. In the evening I took it to have it seen to. The man I took it to promised to do it at once, but when I called for it I found he had taken the crank off and left it. The assistant, In his absence, could not find the original crank, and so, as I wanted the machine at once. he fitted an odd one, temporarily, and I took the machine away. I made a call at a shop going home, and left the safety outside. When I came out it was gone. Of course, I informed the police, and all the rest of it, but had heard nothing of it until this morning, when, as I was riding down here on my ordinary, I met a fellow-clubman, who had started early," — (That's me," said my companion of the morning) — "who informed me that he had met a man riding on what he supposed to be my missing machine, and had immediately turned back to inform me of it. On his describing the machine, and the odd cranks, I was convinced that it was indeed my lost safety, and as you

WORDS OF THE WISE.

THE FOLLOWING EXTRACTS ARE FROM LETTERS RECEIVED WITHIN THE LAST TWO WEEKS:

"My American Rudge arrived to-day. It is a daisy, no mistake."

"Send me another 52 and 54 by express, at once. They are booming."

"It is the easiest running wheel that I have ever ridden."

"At $107.50 for a 50-inch, it is the best wheel on the American market."

"I want no better machine. In fact, there is no other wheel that compares with it at the price."

"It more than meets our expectations. We want the exclusive Agency."

MORE WILL FOLLOW.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - - GEO. R. BIDWELL - - - - 313 W. 58th St., N. Y.

SAFE! DURABLE!! FAST!!!

THE AMERICAN SAFETY BICYCLE,

MANUFACTURED BY

GORMULLY & JEFFERY,

222 and 224 North Franklin St., Chicago, Ill.

Is a high class ROADSTER, superior in STYLE and APPEARANCE, and equal in STRENGTH, DURABILITY, and honest WORKMANSHIP to any SAFETY made, while it is sold at so LOW a PRICE as to render COMPARISON of VALUES unnecessary.



HEADERS IMPOSSIBLE!
NO LOSS OF POWER!

As the pedals move in a nearly OVAL CURVE, the rider of the ordinary machine notices NO DIFFERENCE IN MOTION.

The joints on the levers being constructed on the ball and socket principle, accidents, bending levers or cranks do NOT make the machine TURN HARD. Patent Parallel Bearings, held in spherical oases, adjust themselves to any changes in the forks occasioned by accident.

Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Parallel Bearings - - - - - - $76.00
Price - - - 42-inch, the reach of 52-inch or 54-inch ordinary, Ball Bearings all around - - - 99.00

OFFICE OF SKEEN & STUART STATIONERY CO.,
77 MADISON STREET, CHICAGO, ILL., April 3, 1886.

MESSRS. GORMULLY & JEFFERY, CITY:

Please furnish me at your earliest opportunity one American Safety Bicycle, 42-inch, ball bearings all over, and pedals. You may deliver same at my residence, 6515 Harvard Street, Englewood.

The enclosed letter from my old friend, Dr. Appleby, of the Buffalo Homœopathic Pharmacy, and ex-president of the Buffalo B. C., may be of interest to you.

Yours respectfully, E. C. STUART.

By permission of Mr. Stuart we quote from the letter (private) referred to:—

"I did not know much about Gormully & Jeffery's 'Safety,' but having a friend who has ridden one for a year, I went to see him. The result is that I conclude that G. & J. have the best 'Safety' in the market. This machine was a little large for me, but I rode it very handily, and it does run very easily. I think I shall mount one the coming season. . . . I am called by some a bicycle crank. I have n't seen a sick day for the past eight years of riding. Get a wheel and don't work so hard. Good health is better than riches.

"Yours hastily, H. T. APPLEBY."

Dr. Appleby has, since the above, purchased an American Safety for his own use.

For further information as to sizes, etc., send two-cent stamp for New Illustrated Catalogue of Bicycles and Sundries for 1886.

N. B. — We also manufacture an extensive line of Bicycle Bells and Sundries.

had informed him that you were coming on here, we sent off the first telegram, and then, on reaching the next town, the second one. Now you know all about it. The person who stole my jigger evidently went off at once to the dealer and sold it to him. We must find him out. I am most awfully sorry for the annoyance I've caused you, old man, but under the circumstances I think you would have done the same."

The landlord, when he learned the true state of affairs, was most profuse in his apologies, as were also the waiter, and the ostler who lost the key, and how they all laughed over my prolonged dinner and the broken bell-pull. I even joined in myself, now it was all over.

"Though its been so unpleasant for you," said Jack, "it's jolly lucky for me, as now I shall be able to get my jigger back. If all this had not occurred, the machine might have been sold to-morrow, and all traces of it lost."

Everything being now cleared up we went inside, and they had dinner. We spent the rest of the day lounging about by the river that ran at the bottom of the Red Lion's garden, and a quiet ride home together in the evening finished up the day.

Jack soon satisfactorily established his claim to the machine, and my jigger arriving at last, a day or so after, I had no occasion for another ride on a stolen safety. — *Ben. Hayward, in Wheel World.*

His Title.

I.

"*Professor* THOMPSON," did you say?
I revel in thus meeting
One whose fame's as bright as day,
With lustre never fleeting.

II.

All this, of course, and yet I fear,
I did n't catch your *college*, —
A minor matter, since 't is clear,
You 're filled way up with knowledge.

III.

From Berlin? do I guess aright?
Or Yale? or Pennsylvania?
From Bonn, perhaps? or, happy wight,
You teach at Columbiana?

IV.

If none of these, I pray you tell,
O Frank, or classic Teuton,
Where on earth this side of h—ll,
Your ideas did their shootin'?

V.

A ghastly, gaunt, and gloomy smile,
Illum'd his face, now sadder,
"O youth," he said, "keep still awhile,
Do n't get me any madder.

VI.

Do n't rile me up with sneering taunt.
You smart sarcastic guesser,
I 'll elope with your wealthy aunt.
I 'm a Skating Rink PURFESSOR ! !

F. G. L.

"His Title" was suggested by the absurd American fashion of dubbing a so-called professional person, "professor."

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.*]

The Recent Election.

Editor Bicycling World: — If you are not too "thick-headed," to quote from the polite editorial in the *Bulletin* of 14 May, will you show me why the claim below is not a valid one? I claim that the recent election for L. A. W. officers was void, because the blank ballots were not sent as required by the by-laws. The by-laws distinctly require the secretary-editor to send blank ballots to all members *between* 1 March and 10 March. We all know that this was not done, for they were contained in the *Bulletin* for 12 March, and Mr. Aaron's letter was dated 10 March; so that it cannot be claimed that the ballots were sent, even technically, between the dates. Temporary rules, established by the "returning board," have nullified the wishes of a majority in several States, and it seems that the established by-laws of the League are of as much importance as such rules. If the election was not to elect, but to offer a field for the exercise of as much ingenuity as possible in the detection of technical irregularities, then, by all means, let us have another election, that our wonderfully efficient officers may have another chance to exploit themselves.

No. 7,937.

Route New York and New Jersey Team Road Race.

Editor Bicycling World: — The executive committee of the New York and New Jersey Team Road Racing Association have made another careful examination of the route which had been selected for the race on 12 June, and find that the Valley Road is now in much poorer condition than usual; and that the weather and some recent repairs have made portions of it unsafe. They have therefore modified the course by confining it to Springfield Avenue, and 1¼ miles on Clinton Avenue; the start and finish being on the latter, and the course stretching 6¼ miles straight away to the bridge and dam beyond Millburn, thus requiring contestants to go over the course twice each way to complete the distance of twenty-five miles. Yours truly,

EDWARD J. SHRIVER, *President.*

PRESSURE on our columns this week keeps out a lot of stuff that will have to go over. We have nearly a column and a half of wheel club doings that has been crowded out.

The Cycleries — The Boston Club Show — What to See.

IF you are a wheelman, and are in Boston during the League meet, you will of course go to "The Cycleries" at the Mechanics Building, on Huntington Avenue. If you are not in the city and cannot go, you will have to wait for the next issue of the WORLD, and read all about it. But if you do go, you will want to know what to see. You will try and examine everything, but there are some things you must not miss. When you enter the door, just cast your optic on the sight that will greet you, and take in the *tout ensemble*. Do you see that pagoda looming up in the centre of the hall? That is the WORLD'S stand. So you had better walk up and greet ye editors, and subscribe for the WORLD, which, gentle reader, is to-day reduced to $1.00 per year.

Having performed this duty, walk back to the entrance and look straight ahead, and you will see the exhibit of the Pope Manufacturing Company, one of the most complete shows in the hall. Here will be found a noble array of Columbia wheels. Be sure and see the new Columbia racer and the safety, and look carefully over the other machines which are here collected. This exhibit will show what America can do in cycle building.

The next stand is that of the Coventry Machinists Company, which will be a splendid collection of beautiful wheels. The new machines exhibited are Marlboro tandems, ladies' tandems, and the Marlboro racing tricycles.

Then there will be a complete assortment of the Club machines, which will be found splendidly finished and worth a careful inspection.

The Weston Supply Company will show the only sociable and the Harvard safety.

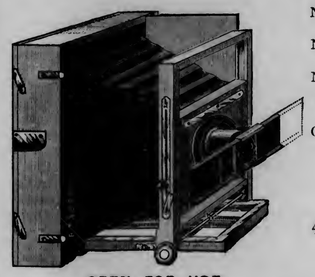
Samuel T. Clark & Co., of Baltimore, Md., will show the New Rapids, which have won a splendid reputation for themselves. The principal point to be noticed is the arrangement of the spokes. There are two samples of the regular roadster, in different finishes, and a 55-inch racer, weighing between twenty and twenty-one pounds, a marvel of lightness and strength. The Dictator should also be examined. You will find it a splendid wheel, at a moderate price.

George D. Gideon, of Philadelphia, makes a small show, on account of having had such a run on the Invincibles that he had very few in stock, but those he does exhibit are worthy a careful inspection, as there are no finer machines on the market than the genuine Surrey Invincibles. You will find here a two-track, light and strong, and a semi-racing tandem; a grand machine for a pair of feather weights and a 19-pound racer, such as Speechly rode when he defeated Furnival.

Be sure and see the Yankee tricycle, made by E. P. Howe, of Northboro. It is of the lever variety, but has an exceedingly ingenious arrangement, so that you

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front	$22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front	22.50
No. 3. For 5x8 Picture, Sliding Front	27.00

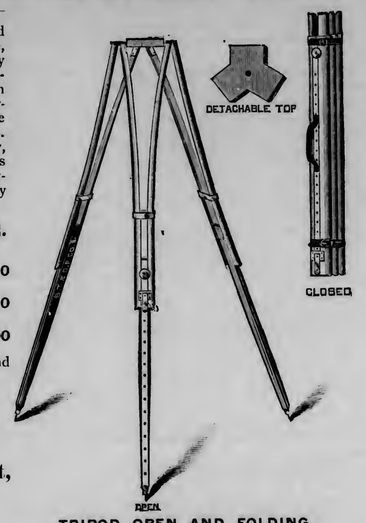
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

* EURYSCOPE * * * LENSES * *

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

BOSTON CLUB SHOW,

May 27, 28, 29 and 31.

THE COVENTRY MACHINISTS' CO.

will Exhibit the finest selection of Bicyles and Tricycles ever placed before the public. They most cordially invite inspection and the fullest inquiries.

It is well-known that the "CLUB" Machines have enjoyed a world-wide reputation for the last 20 years for best materials, thorough workmanship, and the most perfect finish and design.

This fact is an all-important *advt.*, and enables us to spend upon our machines what is usually laid out in extravagant advts. of various kinds.

Having received such a large amount of patronage, we are convinced that our friends fully appreciate our endeavors to put none but the very best articles upon the market.

We beg to thank them, and also to assure them that in the future, as in the past, "CLUB" Machines may always be relied upon for sterling *merit*.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

MY CYCLING LOG BOOK

A Novel and Complete Method of Memoranda

Of the number of miles travelled by Cycle, with such notes of roads, routes, and incidents as may be convenient or interesting for reference.

By FRANK W. WESTON,

The "MISSING LINK" Found.



Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook alike, and locks through the small wheel on the two prongs of the fork, just under the fellos. Nickel Plated. Sent post-paid on receipt of $1.25.

ANSON P. MERRILL & CO.

BOX 596 . . . . . FALL RIVER, MASS., U. S. A.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=



Patented in England and the United States

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

obtain power at the beginning of the stroke, and speed at the end.

Then you must look at E. H. Foote's patent safety attachment for crank bicycles, which is a small and simple device, preventing the forks from moving forward faster than the top of the wheel. Examine and read one of Mr. Foote's circulars, and you will understand it.

Julius Wilcox will make a good exhibit of Faciles.

Strickland & Pierce will show the best shoe ever put on cyclers' feet.

Stoddard, Lovering & Co. will make a good showing of Rudges, in various styles. The novelties will be the Bicyclette, Safety, and Crescent tricycles.

A. G. Spalding, of Chicago and New York, will place on the floor some of the genuine Beeston Humbers, Spalding bicycle, and Kangaroo safeties.

McCoy & Williams will give us all a chance to see the Sparkbrook tandems, and possibly the new Sparkbrook bicycles.

C. M. Clarke, saddles.

G. P. B. Hoyt, pedal cyclometer.

The New American tricycle will be exhibited by Mr. Dorrance, of New York. There will be other smaller exhibits, and showing of sporting goods.

C. R. Seeley will make an extensive exhibit of photographers' outfits for amateurs.

J. A. R. Underwood will have a complete exhibit of the famous Quadrant tricycles and the equally famous Rover Safeties. You should examine these machines as they are well worth looking at. Two patterns of singles, two of tandems, and the racing Quadrant, as well as the new Rover will make this an attractive show.

One of the most complete and interesting exhibits will be that of W. B. Everett & Co., whose stand is directly in front of the stage. Here will be found the Springfield and Traveller tandems, Singer's S.S. and the ladies' S.S. The Velociman, Traveller tricycle, Apollo Light Roadster and Semi Racer, Courier Safety, Xtraordinary and Crypto ditto, Single's Challenge and Miniature Challenge, as well as a show by the Butcher Cyclometer Co.

Wm. Read & Sons will show a full line of Royal Mail bicycles and tricycles, including the new Radial and the Kangaroo Royal Mail tandems, and an assortment of sporting goods.

Every L. A. W. member who wants a badge or a good luggage carrier should look up C. H. Lamson and see what he has got to show.

The Overman Wheel Co. will show a complete assortment of Victor bicycles, roadsters and racers and tricycles, as well as a goodly array of oils and whistles, bells, cyclometers, and other small goods for cyclers' use.

John Harriot will show an attractive case of medals and society badges.

W. W. Stall will represent the H. B. Smith Machine Co., and exhibit a complete line of the new Stars. He will also show a ladies' tricycle of his own manufacture, which is a marvel of lightness. Be sure and examine it. He will also exhibit his tandem attachment, and look after the interests of the Blair Tourograph Co. with a full line of photographers, outfits and a good assortment of sundries.

Gormully & Jeffery will bring on from Chicago a complete line of their machines, including the new Champion, the American Safety, and other wheels that are provin so popular in the West.

Publications.

A NEW candidate for public favor and patronage is the Wheelman's Reference Book. A hasty review shows it to contain pretty much all the information in regard to prominent wheelmen, Records, makes of machines, clubs, tours, races, etc., that the most exacting could wish for. Forty-nine finely executed portraits of well known wheelmen will be included. It is a valuable addition to cycling literaliterature. See advertisement.

Price 50c. Bound in muslin $1.00. Ducker & Goodman, Hartford.

WE have had a few hundred of the enlarged second edition of "Lyra Bicyclica" bound in handsome flexible covers for the League Meet season. Neat and elegant in externals, the book is full of parodic marvels of rotalyrical verse and real poetry in the steely and tonic style of Dalt Wheelman & Co. It is a terror. Holmes and Lowell are leaving the country,—the owls and little tomtits of poetry are pretty sick, and all critics paralyzed! Every cyclist should add it to his library. See advertisement.

50 cents. Bicycling World Co., Boston, Mass.

RACING MEMS.

THE Spring meeting of the East Hartford Wheel Club, will be held Saturday, 5 June, at 2.30 P. M., on the East Hartford Bicycle Track. The following programme has been decided on:—

One mile club championship.
One mile Hartford Wheel Club championship.
One mile club handicap for those who have got beaten 3.40.
One mile club, 5.10 class.
One mile open, eighteen years or under.
One mile open.
One-half mile open, boys, 48-inch wheels or under.
One mile club, 3.25 class.
One quarter mile open, in heats.
Three mile open. ten minute class.
One mile open team race, three riders each.

Entrance fees: Club and boys' races, twenty-five cents each; others, fifty cents. Entries close 2 June. Address E. E. Arnold, secretary. P. O. Box 173, East Hartford, Conn.

WILHELM, the crack rider of Reading, Pa., went to New Castle races, last week, and took the boys into camp. He captured four of the races, including the hill-climbing contest.

ALL the records made by Prince, out West, were made on his Apollo semi racer, weighing thirty-two pounds.

PRINCE came right East and did not stop at Woodstock. So we shall have the pleasure of seeing Prince and Neilson together for the first time at Lynn.

THE Brockton City Cycle Club present a very interesting race programme for 16 June. Eleven events will be found on referring to their advertisement on another page. It is a foregone conclusion that their races will be successful, as we never yet attended a race meet given under the auspices of the Brocktons that was not a success. Refer to advertisement, and for all other particulars, address D. C. Pierce, Brockton, Mass.

THE Cleveland Club's annual spring races will come off at the Athletic Park, 12 June.

THE Yale Bicycle Club is to give its third annual tournament, at Hamilton Park, New Haven, Conn., on Friday and Saturday, 11 and 12 June. Valuable prizes will be given to the amount of $1,500. The list of contests is not yet made up, but there will be sixteen in all, and among them the following: One mile open race; one mile tandem race; one mile race, 3.10 class; three mile record race; two mile race without hands; one mile handicap race; one mile ride and run race; five mile record race; half mile boys' race (contestants under sixteen years); two mile handicap race; one mile intercollegiate race; consolation race. half mile. Entries must be handed in by 8 June, to Henry Ivison, chairman of racing committee, 129 Farnam College, New Haven, Conn.

NEW CASTLE (PA.) RACES.—This was held 20 May. Results were as follows: W. H. Barber, of Rochester, N. Y., beat the world's record, in a one mile unicycle race, by nine seconds, time 4.01. Elder Morehead, of Beaver Falls, Pa., won the one mile race for novices; W. J. Wilhelm, of Reading, Pa., the mile race for the 3.18 class; Charles M. Browne, of Greenville, Pa., the one mile special; Elder Morehead, the one half mile for boys under sixteen years; Fred P. Root, of Cleveland, Ohio, the one quarter mile, open, with W. J. Bailey, of Philadelphia, Penn., second; W. J. Wilhelm, the one half mile, open; C. M. Browne, of Greenville, Penn., the five mile race; W. L. Horner, of New Castle, the one half mile club race.

THE second annual sealed handicap fifteen mile road race of the Colorado Wheel Club was run at Denver, 16 May, the course being from the Exposition building to Littleton and return. W. L. Van Horn, scratch, came in first, in 55.18, which lowered last year's record 8.22. H. Petrie was second.

THE fourth annual race meeting of the King's County Wheelmen will take place at the Brooklyn Athletic Grounds, Saturday, 19 June, at 3 P. M. There are six events on the programme. See advertisement. Address Charles Schwabach, 124 Penn street, Brooklyn, N. Y.

THE Rhode Island L. A. W. Division will hold a twenty-five mile road race in June, in which the members from each club in the State will compete. The division has arranged a monster clam bake for July, a tour to Newport, in August, and a race meet at Narragansett Park, in September.

THE Canadian Wheelmen's Association races, are to be held at Montreal, 1, 2 and 3 July. Up to the time of going to press we have not any programme to print particularly from. See the advertisement.

WOODSIDE won the five-mile race with Neilson, at Woodstock, last Monday, in 15.23 1-5. Neilson took the one mile race in 2.52.

PRINCE will have a special medal presented to him by W. B. Everett & Co., for breaking the records from thirty-five to fifty miles, and for the seventy-two hour record, 1045 miles. all being world's records.

WHEEL CLUB DOINGS

Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

RESOLVED, that the Massachusetts Bicycle Club hereby express its disapprobation of a brass band leading the L. A. W. parade, and that the secretary of the club be instructed to communicate with the proper officials to see if the matter cannot be remedied, and it is further resolved, that the Massachusetts Bicycle Club suggests that the most suitable music is that supplied by the buglers of the various clubs.

THE Ixion Bicycle Club, of Providence, R. I., though young, is very pushing. Last Saturday it inaugurated a twenty-five mile road race, which was won by L. L. Hopkins, in 2.9.58. L. D. Norton second; B. S. West third; M. S. Fanning fourth.

THE New Brunswick (N. J.) Bicycle Club has elected the following officers: President, D. N. Merritt; captain, J. L. Merritt; secretary, W. H. Waldron; treasurer, E. H. Wikoff; lieutenant, J. W. Kilbourne; bugler, A. W. Evans.

THE Elizabeth Wheelmen are making some good riding records, the April score of thirty-eight members figuring up 6,146 miles. Some of the best individual records are: Caldwell, 308; L. B. Bonnett, 287; D. B. Bonnett, 471; A. S. Roorbach, 451; J. O. Roorbach, 338; A. F. Bellinger, 304; G. J. Martin, 303. Of the lady members, Mrs. Dr. Oliver rode 166; and Mrs. Bonnett rode 100 miles.

J. E. GOULD, Byron D. Johnson and W. T. Fleming, of the Pennsylvania Club, left Philadelphia, Friday, to come over the road to Boston. Mr. Johnson gave up at Trenton. They expect to reach Boston the last of the week, and after the Meet will leave for Bangor, Me.

Programme L. A. W. Meet.

THURSDAY, 27 MAY.

Boston Club show opens at 12 M.

Run to Chestnut Hill Reservoir from Mechanics building, 9 A. M.

Hill climbing contest, Corey Hill, 10 A. M.

Runs through the Newtons, from Copley square, 2.30 P. M. A. L. Atkins in charge.

Run to Cambridge and Waltham, from Vendome, 2.30 P. M. Capt. A. D. Peck, Jr., in charge.

Run to Mattapan and Dedham, from Mechanics Building at 2.30 P. M., over some of our road race courses. Dr. W. G. Kendall in charge.

Officer's meeting at Mass. Bi. Club house, at 4 P. M.

Concert at Music Hall at 7.45 P. M.

Home trainer races, music and exhibition at Boston Club show, 8 P. M.

FRIDAY, 28 MAY.

Second day, Boston Club show opens 10 A. M.

Boston Club annual tricycle road race from Bailey's, finishing at a point opposite Public Garden at about 8 A. M.

Business meeting of the League, 9.30 A. M.

Run to Echo Bridge from Mechanics Building, 4 P. M.

Minstrel show at Music Hall, at 7.45 P. M.

Home trainer races, music and exhibition, Boston Club show, 8 P. M.

SATURDAY, 29 MAY.

Third day Boston Club show, opens 10 A. M.

Run for "scorchers," in charge of A. D. Peck, Jr., and Dr. W. G. Kendall, early morning.

League parade 10 A. M. Cadet Band. Photograph of Meet.

League races at the Union Grounds, 3 P. M.

Final heats for home trainer races at Boston Club show, 8 P. M. Music and exhibition.

SUNDAY, 30 MAY.

Dr. Kendall's run to Nantasket from the Vendome, 7 A. M.

MONDAY, 31 MAY.

Lynn races, at 2 P. M.

(Corrections and additions will be published as fast as received).

FIXTURES

MAY.

27 THURSDAY.—Boston Club's exhibition of bicycles tricycles and accessories, opens in Mechanics fair Building, at noon.
L. A. W. Meet.
Hill-climbing contest, Corey Hill.

28 FRIDAY.—Boston Club's cycle show, second day, opens at 10 A. M.
L. A. W. business meeting.
Brooklyn Bi. Club, trip to Boston via Fall River, 5 P. M.
Boston Club tricycle road race from Bailey's, South Natick.

29 SATURDAY.—Boston Club's cycle show, third day, opens at 10 A. M.
League parade.
League races, Union Grounds, 3 P. M.

30 SUNDAY.—Run to Nantasket under care of Dr. Kendall, Marshal, E. Div. Touring Board.
Maverick Club, E. Boston to So. Natick.

31 MONDAY.—Lynn Cycle Club opens its new track. First Prince-Neilson race.
Fourth and last day of Boston Club exhibition in Mechanics Fair Building.
League of Essex County Wheelmen. Annual meet at Lynn.
Ixion Bi. Club 50-mile road race, Orange, N. J.
Cambridge Bi. Club, to Lynn, 10 A. M.
Massachusetts Club to Lynn races. Clubhouse 9.45 A. M.
Maverick Wheel Club to Lynn races.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois.—L. W. Conkling, 108 Madison street, Chicago.
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—Dr. A. G. Coleman, Canandaigua.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Oskaloosa.
Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Wylie C. Burns, 763 Genesee avenue, Cleveland, Ohio; John K. Hastings, 15 Paternoster Row, London, E. C., England; Edw. N. Manning, 854 North 19th street, Philadelphia, Pa.; B. F. James, 2200 Washington street, Boston, Mass; George W. Sumner, 152 Tremont street, Boston, Mass.; Mrs. G. W. Sumner, Mill and Commercial streets, Dorchester, Suffolk County, Mass.; A. L. Phillips, 6 North Center street, Pottsville, Pa.

The headquarters of the American Division, C. T. C., during the League Meet, will be at the Hotel Vendome, where the Acting Chief Consul would like to meet all State and local consuls who can make it convenient to call.

HAND BOOK ANNOUNCEMENT.—The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

FOR SALE OR EXCHANGE

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Willimantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP.—A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS., Chicago, Ill., or, WM. C. DANIELS, Napierville, Ills

FOR SALE.—One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $125. One 1881 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

THE HAWTHORNE,
HARVARD STREET - - - - - BROOKLINE.
Unequalled by any house around Boston. 4½ miles from city.
CAFE OPEN AT ALL HOURS.
The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,
BRIGHTON, MASS.
L. A. W. HOTEL.
Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.
REGULAR DINNER, 50 CENTS.
Cycling Papers on file.
F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.
First-Class in Every Respect.
Cyclists will Receive the Best of Attention.
DINNER, 75 Cents.

BAILEY'S HOTEL,
South Natick, Mass.
Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.
DINNER 75 CENTS.

HOTEL WINTHROP,
THOMAS C. MURPHY, Proprietor,
No. 11 Summer St. - - LYNN, MASS.
Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.



LOOK OUT FOR THE

NEW EXCELSIOR CYCLOMETER!

Registers 1,000 Miles. Reads from the Saddle.
Interchangeable Lamp Attachment.
Price - - - $10.00

On Exhibition during the Meet at A. G. Spalding & Bros.' Booth in the Boston Club's Show, or by

FRED JENKINS, Hotel Vendome, BOSTON.

The "OLD RELIABLE" Still Further Improved.

LAMPS, LAMPS, LAMPS.

The New OVERMAN WHEEL CO. Lamps are Latest and Best. Complete Means of Adjustment against Rattle. The Brightest Light you ever saw.

For Bicycle, With Metal Bearing, to prevent Wear on Axle, Enamelled, $5.00. Nickelled, $7.00

For Tricycle, Adjustable Bracket to fit any Machine, Enamelled, $4.50. Nickelled, $6.00

Will be sent on Receipt of Price.

OVERMAN WHEEL CO.

No. 182 Columbus Avenue - - - - - - BOSTON, MASS.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our CYCLING GOODS.

HOWARD A. SMITH & CO., SUCCESSORS TO ZACHARIAS & SMITH, Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.

✳ WHEELMEN'S REFERENCE BOOK, ✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS: FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES. W. A. RHODES. L. D. MUNGER. E. D. HUNTER. W. H. HUNTLEY. F. P. KENDALL. C. H. POTTER. C. E. PRATT.
M. V. J. WEBBER. P. FURNIVALL. R. CRIPPS. R. CHAMBERS. E. F. LANDY. F. R. COOK. G. M. HENDEE. N. H. VANSICKLEN.
W. F. KNAPP. J. G. HITCHCOCK. L. B. HAMILTON. WM. A. ROWE. L. A. MILLER. GEO. E. WEBER. WM. E. CRIST. H. D. COREY.
N. M. BECKWITH. A. BASSETT. J. S. PRINCE. FRED WOOD. R. HOWELL. W. M. WOODSIDE. R. A. NEILSON. R. H. ENGLISH. E. P. BURNHAM.
W. C. MARVIN. THOS. STEVENS. B. B. AYERS. W. W. STALL. C. A. HAZLETT. H. J. HIGH. C. E. KLUGE. A. B. RICH.
A. H. OVERMAN. A. A. POPE. W. S. ATWELL. A. G. SPALDING. H. B. SMITH. H. W. GASKELL. S. T. CLARK. W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1 00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

COLD L. A. W. BADGE PINS.



$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 414 Washington Street. Will be on exhibition and sale at the Boston Clubs' Show at the time of the League Meet.

The CYCLIST AND ATHLETE AND TENNIS & ARCHERY NEWS,

A WEEKLY JOURNAL OF

RECREATION.

Official Organ National Associations.

THREE PAPERS IN ONE.

ONLY ONE DOLLAR A YEAR.

OUR SPECIALTIES:

The very latest news.
New York and New Jersey news.
Graphic and accurate accounts of Tournaments, Games, and Matches.
Special articles on outdoor pastimes.

Samples free. Three months' trial 30c. Address

THE CYCLIST AND ATHLETE, OR TENNIS AND ARCHERY NEWS,

755 BROAD STREET, NEWARK, N. J.



ACME BICYCLE STAND.

YOU SHOULD HAVE ONE. Simplest and Best Device for Holding the Machine when not in use. Most convenient for cleaning and overhauling, as you can reverse the machine, leaving the wheel free to spin.

We are sole American proprietors of this patent. Price, $2.00.

OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE - - - - - - BOSTON.

O. W. CO. SPRING TOP OILER.

BRASS. HEAVILY NICKEL PLATED.

Tip is attached by the only successful method ever used. You will find it one of the minor comforts which tend to make cycling enjoyable.

PRICE, 25 cents.

OVERMAN WHEEL CO.

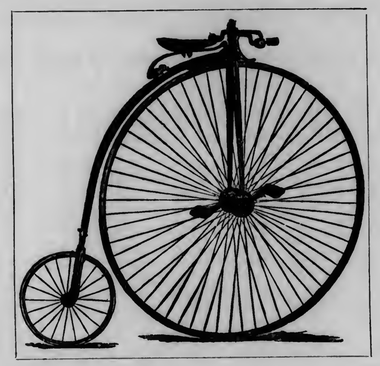
182 COLUMBUS AVE. - - - BOSTON.

ANNOUNCEMENT.

We have in stock a few

BRITISH CHALLENGES

left over from last season,



and in order to dispose of them quickly, we offer them at

—· $100 ·—

each, all sizes, nickelled or enamelled. Former price, $136.50.

Send for list. Correspondence solicited. Don't fail to secure one of these machines.

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

New York Headquarters - - - GEO. R. BIDWELL - - - 313 W. 58th St., N. Y.

FURNIVALL BEATEN!

AND THE

INVINCIBLE WINS.

At the Spring Meeting of the Surrey Bicycle Club, Mr. H. A. Speechly, on the INVINCIBLE RACER, won for the second time, *outright*, the famous Surrey Cup, from scratch, **beating Furnivall and Engleheart.**

At the same meeting, Mr. H. C. Short, on an INVINCIBLE TRICYCLE, weighing 34 pounds, won the Tricycle event, easily beating A. J. WILSON, of Quadrant fame.

Send for Catalogue of the Invincible.

GEO. D. GIDEON - - - 6 South Broad Street, Philadelphia.

BE SURE AND SEE

The Quadrant Side Steering Tricycle,

The Quadrant Bicycle Steering Tricycle,

The Quadrant Side Steering Tandem,

The Quadrant Bicycle Steering Tandem,

The Quadrant Racing Tricycle,

The Rover Safety Bicycle,

AT "THE CYCLERIES,"

Mechanics' Hall, Huntington Ave., May 27, 28, 29, and 31.

J. A. R. UNDERWOOD, Sole Importer,

Washington St., Dorchester, Boston, Mass.



Before you buy a BICYCLE, send to **H. B. HART, 311 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



THE STRONGEST KNOWN

Bicycle Elastic Cement

Used the same as Sealing Wax. No Naphtha. Dries Instantly and can be carried in vest pocket or saddle bag. **Price, 25 cents.** Don't wheel without it.

A. A. BROOKS, 140 Congress St., Boston, Mass.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✻ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents. **BICYCLING WORLD COMPANY.**

Brockton Grand Bicycle Tournament,

UNDER THE AUSPICES OF THE

BROCKTON CITY BICYCLE CLUB,

WED. JUNE 16, 1886.

EVENTS

1. **Half Mile Amateurs.** To riders of Plymouth County. First prize, Hub Lamp, value, $6.00; second prize, Luggage Carrier, value, $2.00.
2. **One Mile.** Professionals Plymouth County. First prize, $15.00; second prize, $10.00
3. **Two Miles, Open to all Amateurs.** First prize, Silver Timer, value, $15.00; second prize, Cyclometer, value, $10.00; third prize, Cigars, value, $5.00.
4. **One Mile, Open to all Amateurs.** 3.20 class. First prize, Gold Medal, value, $15.00; second prize, Silver Medal, value, $10.00.
5. **One Mile Handicap, open to Plymouth County.** First prize, Hand Bag, value, $10.00; second prize, Kirkpatrick Saddle, value, $6.00; third prize, Bicycle Stand, value, $2.00.
6. **One Mile, Open to Boys under 15 years.** First prize, Gold Medal, value, $10.00; second prize, Bell, value, $2.00.
7. **Five Miles, Open to all Amateurs.** First prize, Gold Medal, value, $50.00; second prize, Gold Medal, value, $30.00; third prize, Gold Medal, value, $20.00.
8. **R. A. Neilson will ride against time.**
9. **One Mile, Open to Amateurs.** First prize, Gold Medal, value, $25.00; second prize, Gold Medal, value, $15.00; third prize, Gold Medal, value, $10.00.
10. **One Mile, Tricycle Race, Open to Plymouth County.** Amateurs. First prize, Gold Medal, value, $30.00; second prize, Gold Medal, value, $20.00.
11. **One Mile Consolation Race, Open to all Amateurs.** First prize, Hub Lamp, value, $6.00; second prize, Cyclometer, value, $5.00; third prize, Bicycle World, one year, value, $2.00; fourth prize, Bell, value, $2.00.

These races are to be held under the L. A. W. Rules. Entrance fee to each event, $1.00, except the boys' race, which is free. Entries made with D. C. Pierce, 62 Main Street, Brockton, close June 12, at 12 P. M. You are earnestly invited to join in both races and parade.

4th Annual Race Meeting

KINGS COUNTY WHEELMEN,

AT

BROOKLYN ATHLETIC GROUNDS,

Saturday, June 19,

AT 3 P. M.

HANDSOME AND VALUABLE MEDALS.

EVENTS.

1 Mile Novice, open to all Amateurs.
1 " " Club.
1 " Scratch, open to all Amateurs.
2 " Handicap, " " "
3 " " " " "
5 " Scratch " " "

Entrance fees to all open events, 50 cents, and close with Chas. Schwalbach, 124 Penn Street, Brooklyn, June 12.

ILLUMINATING

AND

LUBRICATING OIL.

The Best in the Market. Satisfaction Guaranteed.

MADE BY

W. K. MENNS - - - EVERETT, MASS.

For Sale by the Principal Dealers.

GRAND OPENING TOURNAMENT

OF THE

Lynn Cycle Club Track Association,

LYNN, MAY 31, 1886.

This is the finest bicycle track in the world, being a dead level three-lap track, of perfect design. THIS Tournament will include THE FASTEST MEN IN AMERICA! Look out for record-breaking! League members who visit Boston will regret it if they don't stop over and attend the grand event.

PROGRAMME OF RACES.

FIRST RACE WILL BE CALLED PROMPTLY AT 2 P. M.

1. One-mile Amateur Bicycle. — First prize, a fine gents' gold watch; second prize, pair elegant opera glasses.
2. Three-mile Amateur Bicycle (9.45 class), for League of Essex County Wheelmen only. — First prize, gold medal; second prize, silver medal.
3. Two-mile Amateur Tricycle. — First prize, elegant hanging lamp; second prize, Smith & Wesson nickel-plated revolver.
4. One-mile Amateur Bicycle (3.20 class). — First prize, gold-headed cane; second prize, base parlor lamp.
5. Three-mile Amateur Bicycle Lap Race. — First prize, silver-tilting water pitcher; second prize, elegant berry set.
6. First of a Series for the Professional Championship of America. — Five-mile Professional Bicycle Race between Robert A. Neilson and John S. Prince. These two celebrated riders will meet to contest for a purse of $300 a side, and an additional purse of $500, offered by the Association, and the Professional Championship of America.
7. Five-mile Open. — First prize, diamond stud, $50.; second prize, gold handle umbrella.
8. Three-mile Handicap Open. — First prize, French clock, $30.; second prize, Rogers group, $15.; third prize, seal ring, $10.

☞ Entries for all races to be made to E. M. BAILEY, Secretary of Lynn Cycle Club Track Association, Lynn, Mass., accompanied by an entrance fee of $1.00 for each event, except the 20-mile entry, which is $5.00, returnable to all who complete the distance.

☞ Right is reserved to reject any or all entries.

HO! FOR MONTREAL.

CANADIAN

✻ ✻ **WHEELMEN'S** **ASSOCIATION.** ✻ ✻

FOURTH ANNUAL MEET AND RACES,

July 1st, 2d and 3d,

CHAMPIONSHIPS OF CANADA.

Elegant 4-lap cinder track. Races to suit every one, from the green riders to the champions.

GRANDEST CYCLING EVENT EVER HELD IN CANADA.

Reduced rates on the Canadian Railways, Steamboats, and at the Hotels.
For full information get one of our pamphlets, or address.

F. G. GNAEDINGER, Hon. Sec. Managing Committee, P. O. Box 1988, MONTREAL.



YES!

YES!



YES!

YES!

YES!



This is all Solidly True. See it at the Boston Bicycle Show. Get Price List and Read about it. Mention this Paper, and Write to

J. WILCOX - - 33 Murray St. - - NEW YORK.

AGENTS WANTED.

ASTONISHING!

Bargains in all kinds of

New and Second-Hand Cycles.

Send Stamp for full particulars to

E. H. CORSON, Rochester, N. H.

The CORSON STAR SADDLE, the only perfect Saddle made for the Star. Price, $3 50. Warranted to give perfect satisfaction.

"THE STAR RIDER'S MANUAL," 120 pages, 75 cents. No Star rider should be without it.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a pecialty.



EASY PAYMENTS.



Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

VICTOR TRICYCLES.

Compressed Tires,

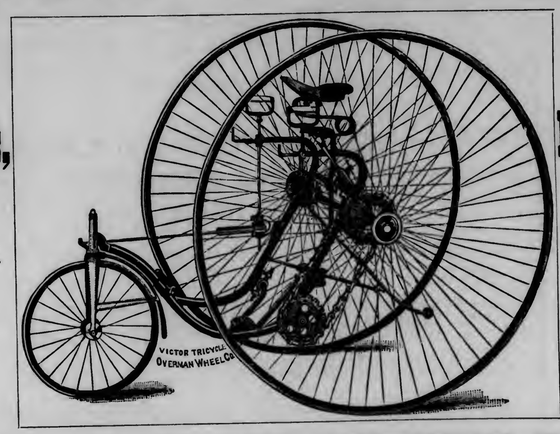
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

THE STRONGEST AND STIFFEST TRICYCLE ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

We have a few '85 PATTERN VICTOR BICYCLES, which will be sold at Bargain Prices.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.





Bicycles, Tricycles and Sociables at Second-Hand Prices

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.



YES!

YES!  YES!

YES!



This is all Solidly True. See it at the Boston Bicycle Show. Get Price List and Read about it. Mention this Paper, and Write to

J. WILCOX - - 33 Murray St. - - NEW YORK.

AGENTS WANTED.

ASTONISHING!

Bargains in all kinds of

New and Second-Hand Cycles.

Send Stamp for full particulars to

E. H. CORSON, Rochester, N. H.

The **CORSON STAR SADDLE**, the only perfect Saddle made for the Star. Price, $3 50. Warranted to give perfect satisfaction.

"THE STAR RIDER'S MANUAL," 120 pages, 75 cents. No Star rider should be without it.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston. No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a pecialty.





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST

Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

VICTOR TRICYCLES.

Compressed Tires,

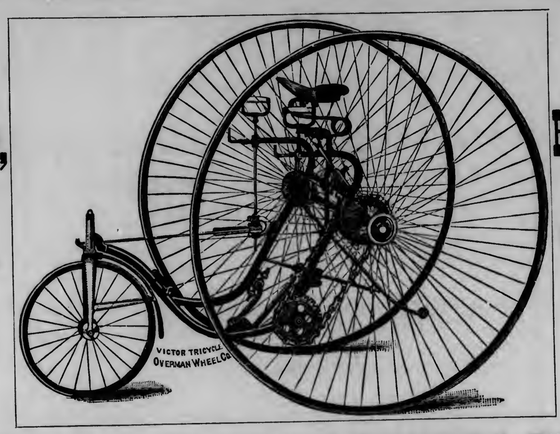
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

We have a few '85 PATTERN VICTOR BICYCLES, which will be sold at Bargain Prices.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.





Bicycles, Tricycles and Sociables at Second-Hand Prices

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

PRICES REDUCED!

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. ——BRANCH HOUSES—— 115 Wabash Avenue, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

CARTOON AND L. A. W. MEET NUMBER.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 4 JUNE, 1886. | Volume XIII. Number 5.

"I WAITED."

GENTLEMEN:

I waited patiently and was well rewarded. I mounted my Victor twenty days ago, and have ridden it three hundred miles since then, — partially on tours. My first run was twenty-five miles. The Victor is certainly the finest wheel I ever mounted, I have no fault to find with it in any part. The tires alone are soft enough to sell it. The saddle is perfection. It is light enough, and yet is heavy enough to carry my 175 pounds. It runs more easily than anything I ever mounted, and is not subject to the vibration one finds in excessively light machines. I am well pleased with the handle bars. The spokes stand the racket excellently. I am a hard rider, and our roads are ordinary mud. It has carried me over ruts and holes and stones that would have caused some glorious headers on my old machine. I have not had a header yet, and am beginning to think I shall be debarred from that luxury. The tire sticks most admirably. Loose tires gave me the worst header I ever had last winter, and I am no novice in that line.

Take it all in all, I have given it about as hard a test as any one conveniently could. I bought it for the best machine on the market, and I am not at all disappointed.

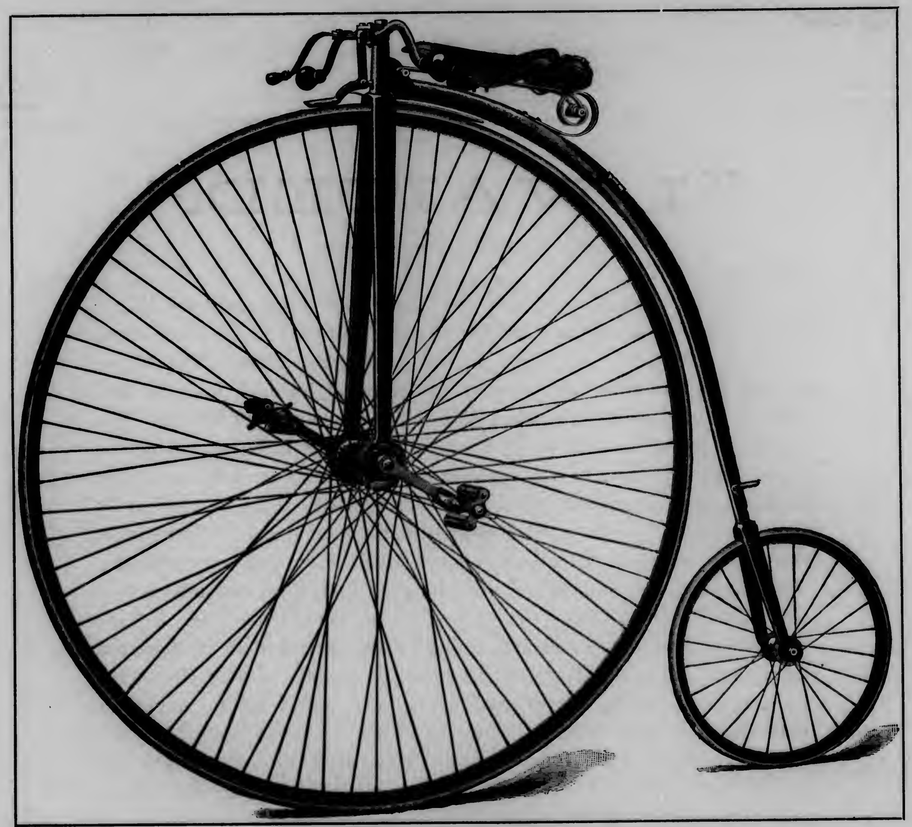
Yours on the wheel,

GRANT C. McNEIL,
L. A. W. 3909.

Send me a *few Cata* [illegible] spose of them.

THE NEW RAPID

With True Tangent Wheel.

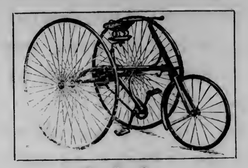


THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

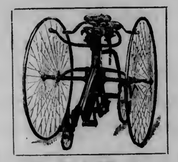
SEND FOR CATALOG.

S. T. CLARK & C[illegible] - Baltimore, Md.

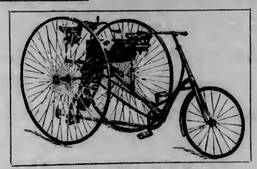
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s.
Also winning the Six-days' Race from the Champion SCHOCK,
making 1,042 Miles in 72 Hours. These
records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

509 TREMONT STREET,
BOSTON, June 1, 1886.

To Cyclers who participated in the recent Meet:

Gentlemen,—Owing to the immense variety of duties, incidental to the recent Meet, imposed on ourselves and assistants the past week, we find that many things were neglected which, in ordinary course of things, would have been more carefully attended to.

If any of our visitors were not properly cared for and attended to, we sincerely beg of them to pardon us, and allow us to repair as well as possible by correspondence, such mistakes as may have occurred.

From our correspondents also we ask consideration, we having been deprived of all opportunity to attend to them for some days.

Yours, W. W. STALL.

WHEELMEN

WHO RODE

VICTORS

In the L. A. W. Parade at Boston, May 29, are respectfully requested to send their names to the

OVERMAN WHEEL CO., 182 Columbus Avenue.

The daily press announce a count of machines which the O. W. Co. wish to verify, as far as their wheels are concerned.

PHOTOGRAPHS OF THE CYCLERIES

Can be had by applying to the "BICYCLING WORLD."

179 TREMONT STREET - - - - - BOSTON.

Price, $2.00. Size, 9 x 14.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 4 JUNE, 1886.

"CURRENTE CALAMO" and "THATS" were crowded out this week. The L. A. W. meet takes all our space.

THE war waxes warm. The Racing Board have expelled and suspended all the men who raced at Lynn last week.

CHARLES H. POTTER and Taylor Boggis, of Cleveland, have sued the Lynn Track Association for breach of contract, in changing the conditions under which they entered. This is a peculiar suit, and we shall await the result with the deepest interest.

OUR Cartoon this week represents a well-known professional and his trainer. Just at this time, when the question of superiority is being tested between Prince and Neilson, these portraits will be of much interest.

THIS giving two cartoons in succession is, of course, a special thing. We shall, however, continue to issue them at intervals of a few weeks, and shall, if possible, shorten the interval according as the cycling public seem to appreciate or demand this new feature.

THE Lynn races were a series of jockying performances. The men, almost without exception, literally loafed around the track. How we wished for an English or a Webber to stir things up.

IF the Lynn Cycle Track Association expect to make a success of future race meetings they must make provisions to secure reserved seats to those they sell them too, and not force such patrons to fight for their rights.

OH, yes! we had a glorious time. But we are pretty well tuckered out. The result has been satisfactory from every point of view. The weather good, the roads splendid, and the hotel and storage accommodation ample.

THE Boston Bi Club show (in "English, you know," the Cycleries) proved a success every way. All the cyclists went, and every evening the place was generously patronized by the non-cycling public.

THE Springfield *Wheelman's Gazette* said Ducker preferred the WORLD'S opposition to its support. He got the opposition, as requested.

WE are convinced that a Mikado pagoda is not the best place in the world to write editorials. We tried hard, and so we know.

IT is a fact that this week we don't know anything but League Meet. Next week we will take a peep at the outside world, and see what has transpired since 27 May.

BY the way, we said we had a glorious time. Well, so we did. But we felt sorry for the Lynn and Springfield contingent, in consequence of the action of the Racing Board sitting down upon Rowe and Hendee.

BUT, put a pin right here, and let us say that Chairman Bassett's report on the M. A. question was a straight, business-like and ably written document.

THE new chairman of the Board will not have a very easy time, although the action of the members at the General meeting was so very decidedly in favor of the celebrated Rule H, that he and his associates cannot misunderstand the real temper of the League in regard to the M. A. question.

WHAT will the N. C. U. say to this bombshell? We begin to think the League has backbone, anyway. In the strength of conviction, they stuck to the policy pointed out by the rules on the books, and enforced by the officers empowered.

WE expected to see some fur fly at that business meeting, but it was as peaceable as a Sunday school picnic and about as exciting. When the amateur question came up, there was a very slight ripple on the surface, a feeble but conscientious effort on the part of the friends of the expelled men, a hard sit-down on the boys, and all was over.

When Mr. Ducker insisted that there were some innocent men among the expelled, if they could only be allowed to prove it, a very inconsiderate gentleman from the Empire State bobbed up and asked why these dear innocents did not produce their "affy's" when they had the chance.

IT was very pleasant to the heart of the Bostonese to hear on every side exclamations of delight from their visitors, at the splendid roads they found around the Hub. Well, it is true that few cities can boast of such suburban roads as we possess. We don't brag much about the condition of our city proper streets, however.

THE political sky was very much overcast; the storm signal had been hung out; and yet the "disturbance" did not strike the business meeting, as we expected it would. Mutterings and growling had reached our ears from all over the country anent the late election farce.

The storm seemed to have spent itself in threats of what was to be done at the business meeting. New York, the greatest sufferer, was quiet, and so Massachusetts could afford to be patient, also.

One of the most pleasant features, personally, was to be able to greet our old friends who had left the field of journalism and those who are at present co-laborers in that field.

Oh dear, oh dear, — another lot of mystic letters! The A. C. U. which translated means the American Cyclists' Union. This is a new association formed by the disgruntled racing men and their friends after the Racing Board was endorsed by the general meeting of the League. We await developments and we may well do so for some of the most prominent racing clubs have pledged their support to this bantling organization. The current prophecy is that the A. C. U. will control the racing of the country, and leave to the League the sole burden of carrying out the letter of its constitution; to wit, the protection of the rights of wheelmen and encouraging and facilitating touring.

We have had an amateur race meeting. Only the pure, the undefiled, were allowed to start. Webber was there. We are sorry the meeting was not a success. We hankered after some spirited contests. What with a poor track, slow men, the races were — shall we confess it — a fizzle. Still, taking it all in all, the Meet was a decided success.

Where next? that is the question that will soon agitate the minds of League members. Well let us make a guess and say St. Louis! Do you want it St. Louis? The rapid strides cycling has made in the West, and the comparative novelty of a meet to the majority of the Western riders, coupled with the known enterprise of the St. Louisians, make the probabilities of a successful result, if St. Louis takes it, very probable.

Did you see Jack Easy rush up to Stephen Terry and embrace him when that Sociable had been purchased and marked "S. Terry, Hartford, Connecticut"? It was a touching sight, and the beholders wept.

Seventh Annual Meeting of the L. A. W.

RUNS.

One hundred men took the initial run of the Meet under the pilotage of Capt. Peck, starting from Mechanic Building, at 9 A. M., 27 May, and thence to the Hill *via* Brighton and the Reservoir.

THE LADIES' RUN.

The ladies' run was voted a success. Some thirty of the fair sex assembled at the Vendome, at the invitation of Mrs. Bassett. About as many more gentlemen acted as escort. There were thirteen ladies on singles, and about seventeen on tandems and sociables. Papa Weston, of the Nemo Club shared a sociable with Miss Howe, and had charge of the party. A good deal of interest was evinced by outsiders at the novel sight of so many ladies on the wheels. A stiff wind somewhat marred the pleasure of the outward trip, but after getting into the sheltered roads of Brookline, the machines ran a little easier. The party went to Chestnut Hill *via* Longwood, and from thence to the Faneuil House for dinner. It was a jolly party, and a pleasant trip.

The Newton, Waltham, and Dedham Runs.

According to programme these runs were to have taken place on the afternoon of Thursday, and to a certain extent the plans were carried out; but unfortunately for the complete success of the events, the threatening weather and the actual rain deterred a good many from starting. However a good many of the enthusiasts did go and notwithstanding the weather managed to knock out a good proportion of enjoyment.

"The Scorchers" Run.

Doctor Kendall has been looking round for some one to scorch the boys to their hearts' content, and he found the material in a couple of Boston boys who upheld the reputation of the Hub in good style. Those who started were F. A. Lan: and F. N. Perry of the Massachusetts club; W. L. Orsman of the Morris Wandereres W. T. Williams, Yantic; A. T. Lane and A. Bennett, on a tandem tricycle. W. S. Deane and W. A. Rhoades of the Dorchester club; F. H. Keller, of Richfield Springs; W. S. Wolliston and C. H. Parker, of the Berkshire County Wheelmen. The route was from the Hotel Vendôme, and out over the milldam mile ground to Brighton and back. It was "hammer and tong" from the word go, it was not a sociable run at all; in fact, the men all seemed anxious to get away from each other as speedily as possible. Rhoades got back first in the good time of 44.3 and Doane came along just .25s after the leader. The worst accident of the Meet occurred during the run. An enterprising dog tried to jump through the wheel of F. N. Perry. Of course the result was not satisfactory to the dog and we are sorry to say Mr. Perry dislocated his right shoulder. A physician however, happened to be handy, and repaired the damage so that the gentleman was able to ride home and participate in the parade on a tricycle.

Corey Hill.

Some five hundred people, a-wheel, a-foot, and in carriages, wended their way towards Corey Hill, Thursday A. M. to witness the hill-climbing contest. One hundred and fifty wheelmen in a body, under the command of Captain Peck, started from the Mechanics' Building to wheel through Brighton and via the reservoir to the hill. The air was clear, but a stiff breeze was blowing across the road on the hill, making the journey upward anything but easy. The men who faced the starter were the invincible George Weber, his running mate, C. E. Kluge, William Harridon, of Springfield, and C. H. Crosby, of Bangor, Me. Kluge, on a Star, was sent away first and gave the impression that he was riding for fun and not for time. It took just 4-13¾ for him to go from the starting line to the finish. Young Harridon, on a Victor, went away next, and the way he skipped along aroused the enthusiasm of the crowd. He is a plucky lad and a handsome rider and his success was a popular one. It took just 3m. 42s. for him to get to the summit, and he received quite an ovation. C. H. Crosby, of Bangor, next essayed to ascend, but the grade was too steep, and he had to succumb at a point about two thirds of the way up. Horace Crocker, on a Singer straight steerer tricycle, next started and covered the ground in good shape in the fine time of 4m. 14⅘s. Crocker, being the only entry, of course had a walk over. George Weber, on his Star, next started, and the way he raced up "Corey" was a revelation to the men who could only walk up. It was clear to the most inexperienced that Weber was the man, and the result showed this to be a fact, he having gone it in the best time on record of 3m. 16⅘s. The last event was the attempt of John Williams to go up the hill on a tricycle against time. The very best he could do was 4m. 27⅗s., away behind his record of last year, which yet stands at "the best" for a tricycle.

Boston Club Tricycle Road Race.

The action of the Racing Board has played havoc among the racing men, and consequently the starters from Bailey's at six o'clock Thursday morning dwindled down to Burnham, C. O. Danforth and John Williams of Dorchester. Danforth and Williams were given the word "go" by C. P. Donohoe at 6 o'clock precisely, and at 6.03 Burnham started on his journey after the twain. By vigorous pedaling Burnham sighted his opponents as he passed through Wellesley. The sight refreshed him, and he went for them to some purpose, for as he passed over the railroad crossing at Newton, Lower Falls, he ranged alongside Danforth and Williams, and on the hill rising out of the Lower Falls he pulled away from them at a racing gait. The Reservoir gate was reached by Burnham in 45m. 35s.; by Danforth in 51m. 51s., and by Williams in 52m. 20s. From this point they all let out, and Burnham reached the finish in 1h. 6m. from the start; C. O. Danforth in 1h. 12m., and John Williams in 1h. 12m. 35s. Burnham's time beat the record; in fact, all the men finished in faster time than ever before made over this course, which is 18¾ miles in length. Burnham won it last year in 1.15. Quite a crowd witnessed the finish, and the race for second place between Danforth and Williams from the Reservoir in to the finish was pretty and very close. Burnham rode a Singer S. S.

Officers' Caucus.

An informal meeting of the new board of officers was held at the Massachusetts Club House, 27 May, at about 8 o'clock. Some thirty-five members were present. Mr. Abbot Bassett called the meeting to order and proceeded to place himself in the chair. Mr. Gulick, of New York, was elected to the secretaryship, after Mr. Lawton of Springfield had refused. Mr. A. S. Parsons wanted to know why it was an informal meeting and why they could not proceed formally, to which President Beckwith replied that it was simply a caucus held in accordance with the custom of the League, and to facilitate business. Then a long discussion ensued as to the question whether or not there was a vacancy in the office of secretary-editor. Mr. Bassett, who was said to be anxious to obtain the position of secretary-editor, vainly tried to have a vacancy declared, but the board would have none of it, and voted that it was the sense of the meeting that no such vacancy existed. Finally, the meeting adjourned without having done anything to speak of.

Election of Officers and Board of Officers' Meeting.

The Board of Officers held its annual meeting on Friday, the 28th, at the Massachusetts Club House. There was a very good attendance, and a large number of proxies. Burley B. Ayers, of Chicago, was elected temporary chairman, and John A. Wells, of Philadelphia, was selected for secretary of the meeting. The old board having been dissolved, the new one proceeded to formally organize.

Mr. J. C. Gulick, championed Dr. Beckwith for president, and no one else being suggested, the nominee was elected without a dissenting voice. The same result followed the suggestion of T. J. Kirkpatrick, of Springfield, Ohio, for vice-president. Sanford Lawton, of Springfield, Mass., was selected to hold the purse strings, and John C. Gulick will be the third member on the executive board. H. E. Ducker wanted to know if a secretary editor should not be elected, but the chair ruled that there was no vacancy. John A. Wells read Secretary Aaron's report, but seemed exceedingly reluctant to give any information as to the condition of the League's finances. After numerous questions, it appeared that although Mr. Aaron had not settled with many divisions, and owed a large amount of money, he had sufficient a deposit to clear up everything.

On motion of Mr. Dean the secretary-editor was instructed to prepare a balance sheet and send the same to the office.

After Treasurer Kendall's report had been read, the meeting adjourned to attend the general meeting. In the afternoon it assembled again, President Beckwith wielding the gavel as usual. The following appointments were announced and confirmed: For representatives to the National Board, New Hampshire, W. E. Stone, of Concord; New York, A. B. Barkman and William D. Share, of Brooklyn; Indiana, W. C. Edgerton, of Fort Wayne; Massachusetts, Charles S. Howard, of Boston; Ohio, Frank S. Casselbury, of Mansfield and Frank H. Chapman of Toledo; Pennsylvania, George A. Wells, of Philadelphia; Missouri, Arthur Young of St. Louis; Nebraska, Warren M. Rogers. A. A. Hatheway was confirmed as chief consul for Wisconsin. C. H. Luscomb, of New York, here presented the amendments which at the morning session he gave notice of, and asked that the board take action upon their adoption. On a point of order being made the chair ruled that the change could not be made without the notice to all the members, and was sustained on an appeal.

Notice is to be given to the Board of the proposed amendments. The Committee on Rules and Regulations were instructed, on motion of Mr. Parsons, to define the duties of chief consuls, and will please Mr. Bassett by defining what a League club is, and hereafter State divisions will get an increase of twenty-five per cent of their dues. The matter of electing officers at the general meeting was referred to Committee on Rules and Regulations. After Mr. Rogers had told the Board that St. Louis would like to try her hand at holding the Meet next year, and a vote of thanks to the Massachusetts Bicycle Club for use of gymnasium, the meeting adjourned.

The Business Meeting.

It is the unexpected that always occurs, and never was saying more positively verified than at the seventh annual business meeting of the L. A. W. We entered the vast room prepared for this gathering with a feeling akin to those of a man who is walking over volcanoes or mines, we stepped very gingerly along, and took our seats and waited for the explosion, — yes, we waited, and we live to tell the tale. A Sunday school picnic would have furnished the wildest kind of excitement compared with this meeting. Where were the irate New Yorkers who had their votes cast out wholesale? where were the Boston clubmen who were expected to expostulate at the late election farce? where were the M. A.'s and their cohorts?

These questions we put to ourselves time and time again during the meeting, and the only answer we got was the echo of "Where?" through the empty chambers of our skull. When Chairman Bassett rose to read his really able report we grabbed the chair we sat on and involuntarily dodged our head to avoid the expected shower of brickbats, ancient eggs, and sich, but as sentence after sentence was read off by Mr. Bassett, and no violent result ensued, we took courage and looked up. We had gained confidence, but we were not fully assured of permanent peace. We said, wait till the question comes to be discussed, and then look out.

Mr. Bassett having finished and his report having been accepted, a motion was made that the action of the Racing Board be endorsed and their action in expelling the men be sustained. A plucky attempt was made by Mr. Ducker to stem the torrent that was overwhelming him, but he might as well have tried to hold back Niagara with his hand. One man alone could do nothing and he was squelched very suddenly. We marvelled much that the Springfield, Lynn, and Newton clubs, did not show enough interest in the matter to come to the assistance of Mr. Ducker and *vote* with him. It was simply astonishing, this lack of interest, or of organized resistance to the Racing Board, by the Makers' Amateurs and the clubs of which they are members, — it was laughable. The meeting having unanimously stood loyally by their Racing Board and clinched this question beyond recall, now turned their attention to some minor and trivial details. The question of the late election was ignored, hence no row.

Mr. B. B. Ayers made the report of the Transportation Committee. He said the Fitchburg railroad had agreed to carry wheels free. This road was the first in New England to do this. The same gentleman also presented the report of the Touring Department. He said Dr. Kendall had been appointed in charge of the Eastern division in Boston; Mr. Pierce of the Chicago division; Mr. Owen, of the southern division; and Mr. W. S. Bull, of the Buffalo division. Mr. Bidwell of New York will be chief marshal of the department. The autumn tour has been arranged for. The tourists will leave Buffalo 6 Sept., and ride down through southern and central New York and northern New Jersey, taking the steamer to Norfolk, where a whole day will be spent. A night train will carry the tourists into Virginia, from which point the tourists will start on a five days' ride down the Shenandoah valley. Ar-

rangements are being made for a European tour next year.

It was voted that the executive officers be instructed to make a rule that the officers be elected by the members at the annual meeting, instead of at the meeting of officers. So came to an end a meeting that had promised more excitement and discussion than on any previous similar occasion. It could not have been more quiet if it had been a meeting of mutes, it could not have been more peaceful if it had been a meeting of Quakers; it was repose itself.

The Parade.

Ah, yes, the parade. To handle this subject, and handle it in any way that is original, is a tough problem. Shall we discourse of the natty appearance of this and that club? shall we enlarge on the fact that this club had the largest and that the smallest representation? Shall we describe the inevitable, *i. e.*, the irregular pace, the racing of the men one moment, and the great stand still act the next? Shall we touch on the usual pretty girl and the handsome cyclist, the fresh, young wheelman, and the eminently respectable rider, the "glittering wheel" and the generally perspirey, and "swear-at-anything" condition of the parader when he gets through? We don't know how to begin, but the sad fact remains that the readers of the World demand some sort of a description. Statistics are not relishable as reading matter, and yet statistics you must have, and so prepare to take in a few figures and facts. But, candidly, the sight of seven hundred wheelmen standing in a line, extending from Chester Park to Dartmouth Street, was an extremely pretty and imposing sight and one that would not soon pall with repetition. The sparkle of sunlight on the polished surface of the machines, adds a brilliancy to a long line of cyclists not equalled by any regiment of soldiers in full war panoply.

Of course, every one knows just how many there were in the parade, and we do not propose to be an exception.

We counted seven hundred and four. This number included the staff, aids, and the tail end contingent of small boys. Probably the count of six hundred and fifty is nearly correct when League members are counted only. So far as the Parade goes, it cannot be claimed to break the record. However the absence of the Bostons, the Newtons, the Lynn, and several other large local clubs, made a big hole in the possible 1,200, or 1,300. The following clubs were represented, the Massachusetts club at the right of line with eighty-five, making a splendid show.

Mounted Police.

Pacemakers — C. P. White, C. A. Martin.

Chief marshal — Dr. N. M. Beckwith, New York, president League of American Wheelmen.

Staff — Col. A. A. Pope, Boston; Charles E. Pratt, Boston; B. B. Ayers, Chicago; Stephen Terry, Hartford, W. I. Harris, E. G. Whitney, W. S. Slocum, Boston: H. W. Hayes, Cambridge; Dr. C. S. Butler, Buffalo.

Adjutant, George R. Bidwell, New York.

FIRST DIVISION.

Commander, Henry E. Ducker of Springfield.

Aids, Dr. T. S. Rust, Meriden; A. V. Walburg, Dorchester; J. S. Rogers, St. Louis; Dr. W. G. Kendall, Boston.

NEW HAMPSHIRE CLUBS.

Chief consul, H. M. Bennet.
Aid, C. A. Hazlett.
Rockingham Bicycle Club, Portsmouth.
Manchester Bicycle Club.
Crescent Bicycle Club, Great Falls.
State Capital Wheelmen, Concord.

MASSACHUSETTS CLUBS.

Massachusetts Bicycle Club.
Springfield Bicycle Club.
Holyoke Bicycle Club.
Dorchester Bicycle Club.
Cambridge Bicycle Club.
Knockabout Bicycle Club, Gardner.
Worcester Bicycle Club.
Somerville Cycle Club.
Columbia Bicycle Club, North Attleboro.
Hyde Park Rambler's Bicycle Club.
Northampton Bicycle Club.
Everett Bicycle Club.
Chelsea Bicycle Club,
Nonantum Cycling Club, Newtonville.
Puritan Bicycle Club, Salem.
Brockton City Club.
Crescent Bicycle Club, Gloucester.

SECOND DIVISION.

Commander, George R. Bidwell.
Aids, Gerry Jones, Binghamton, N. Y. W. S. Bull, Buffalo, N. Y.

NEW YORK CLUBS.

Brooklyn Bicycle Club.
Ixion Bicycle Club, New York.
Long Island Wheelmen, Brooklyn.
King's County Wheelmen, Brooklyn.
Harlem Wheelmen, New York.
Mercury Wheel Club, Flushing.
Citizen's Bicycle Club, New York.
Syracuse Bicycle Club.
Albany Wheelmen.
Yonkers Bicycle Club.
Troy Bicycle Club.

NEW JERSEY CLUBS

Dr. E. W. Johnson, chief consul, Jersey City.
Hudson County Wheelmen, Jersey City.
Trenton Bicycle Club.
Plainfield Bicycle Club.
East Orange Wanderers.
Morris Wanderers.
Elizabeth Wheelmen.

PENNSYLVANIA CLUBS

Philadelphia Bicycle Club.
Pennsylvania Bicycle Club.
Williamsport Bicycle Club.
Wellsboro Wheelmen.

CONNECTICUT CLUB.

Chief Consul, C. P. Huntington
Waterbury Wheel Club.
Hartford Wheel Club.
Connecticut Bicycle Club, Hartford.
Pequonock Bicycle Club, Bridgeport,
New London County Wheelmen.
Meriden Wheel Club.
New Haven Bicycle Club.
Elm City Wheel Club, New Haven.

RHODE ISLAND CLUBS 24 MEN.

Bristol County Wheelmen, Bristol
Providence Bicycle Club,

OTHER CLUBS.

New Orleans Bicycle Club.
Baltimore Cycle Club.

THIRD DIVISION.

Commander Will R. Pitman of New York.

Aids, A. B. Parker, East Bridgewater; F. O. Swallow, Westboro.
Portland Wheel Club, Portland Me.
Maynard (Mass.) Bicycle Club.
Pawtucket Wheel Club, Haverhill.
East Bridgewater Wheelmen.
Florence Bicycle Club.
Representatives of the Indianapolis, East Cambridge, Bangor, Augusta, Mt. Kilburn, Wilkesbarre, Pa, Walton, N. Y., Fort Wayne, Ind., South Framingham, Racine. Wis., and other clubs.

The streets were crowded all along the line of the route which was as follows: south side of Commonwealth avenue to Arlington street, countermarch on north side of Commonwealth avenue to Chester park, to Harrison avenue to E. Concord street, to James street, to E. Newton street, and proceeding by W. Newton street, to Columbus avenue, to Dartmouth street, to Beacon street, to Longwood, where the picture was taken; returning, Beacon street to Chester park, to Huntington avenue, to Mechanics' Building, where the parade was dismissed. The police arrangements were good and the streets and roads were kept clear from travel during the passage of the Wheelmen. There is no disguising the fact that the desire of cyclists to appear in a parade has not kept pace with the growth and development of cycling. That the number of wheelmen in Boston during the three days last week was largely in excess of the number that came to the Hub in 1881, goes without saying, and that we had fewer men in line of parade certainly has a significance.

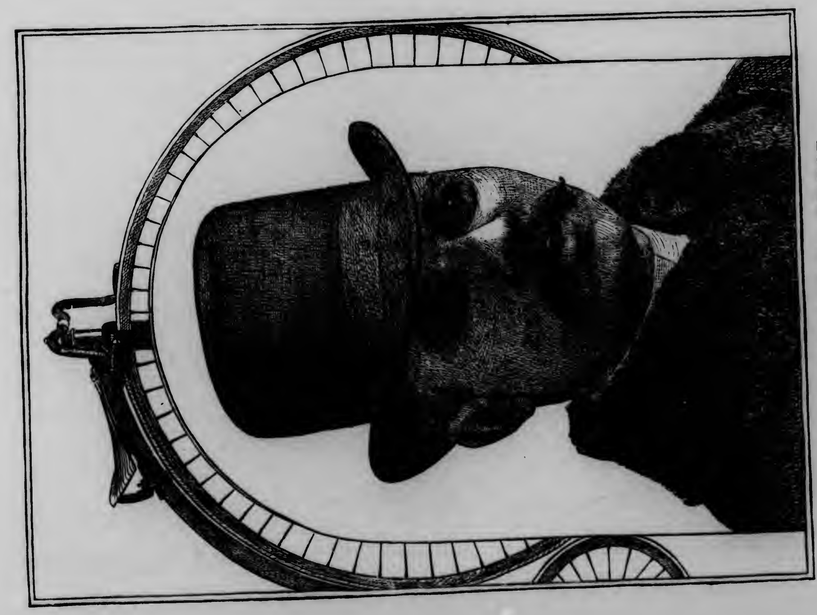
The Races.

Two potent factors worked against this feature of the Meet being an unqualified success. First, the action of the Racing Board and the consequent absence of the well-known cracks. Second, the condition of the — can we call it a track and still retain our conscientious regard for truth? However, that is what it is called. A ploughed field by any other name would be just as rough. That the men showed skill in not breaking their necks speaks well for their good riding. The contractor was a trifle slack, to put it mildly, in not having the surface rolled steadily for at least a day or two before

BICYCLING WORLD CARTOON, JUNE 4, 1886.



T. W. ECK,
MANAGER FOR JOHN S. PRINCE.



JOHN SHILLINGTON PRINCE,
PROFESSIONAL CYCLIST.

the date of the races. Weber and Rich however, were there, and Getchell woke the boys up by some unexpectedly fast riding considering the conditions. The Lynn men were exceedingly conspicuous by their absence. Rowe, Hendee, and Knapp had concluded they would not accept the kind invitation of the League to participate in a race, and so W. A. Rhodes sauntered over the mile at a gait that should take the slow mile record. The first event was:

THE RACE FOR NOVICES

who had never won a prize in a bicycle race; the distance was one mile. There were four starters, as follows: Harry L, Caldwell, Boston; Charles M. Phelps. New York; and Charles A. Steuken, Jersey City, N. J. The boys put in from the report of the pistol and at first it looked as if Phelps was going to run right away from the others. Steuken, who by the way, rode a Star in handsome form, knew better and struck a lasting gait that began too on the third lap. Phelps did not like his company however, and he tried hard to shake the Star man, but it was no good, Steuken was bound to lead the party and so he did, finishing with plenty left, —a good first. Phelps had run himself out and had to take third place. Below is the

SUMMARY.

One-mile novice race; gold medal first, second silver.

Name.	Time. M.	S.
1. Charles A. Steuken	3	17 4-5
2. Harry S. Caldwell	3	18
3. Charles M. Phelps		—

The bell now rung up the contestants

FOR THE LEAGUE CHAMPIONSHIP.

Which is a one mile dash for the championship of the League of American Wheelmen. This event had a large number of entries, including several of the poor suspends, but of course, the hoped for relief from the League not having been extended, these men could not start. Kluge & Weber who have been given clean papers had entered and expected to start, but the Racing Board decided that they should not be allowed in, as they are not satisfied as to these men being innocent of violation of Rule H. Hence a kick, but the authorities proved obdurate and would not give either of these men a whack at the League Championships.

The men who faced Starter Ducker in this event were: A. B. Rich, New York; Taylor Boggis, Cleveland, O.; J. R. Rheubottom, Weedsport, N. Y. Rich was the favorite, though he had a good man against him in the person of Boggis. This man cut out the going for the party for about three laps, at which point Rich thought he would like premier position, Rheubottom got a notion that way, too, but he could not enforce it, so he and Boggis had to trail the Brooklyn man. Rich finished first, and Boggis 1 4-5 seconds after him; below is

THE SUMMARY.

One-mile bicycle L. A. W. national championship. First prize, gold League medal; second prize, silver medal from League die.

Name.	Time. M.	S.
1. A. B. Rich	3	26
2. Taylor Boggis	3	27 4-5
3. J. R. Rheubottom	—	—

The three-wheelers now had a chance, and there were many there who thought Charley Potter would take this championship, but again the Brooklyn contingent said, "no," and put their ducats upon Rich. The following were the starters in the event which was

THE TRICYCLE CHAMPIONSHIP RACE,

one mile. Owing to the small size of the track, the race was run in heats. The first heat was a half-mile, and was contested by T. Fahy, New Britain, Conn., and Charles H. Potter, Cleveland, and John F. Williams, Boston. This was slow as slow could be, Potter and Fahy being contented to allow Williams to lead for three laps, at a good touring gait. At the commencement of the fourth lap all the men warmed up, and as they had been riding all close up, a collision was the result. Williams came out of the *melee* the worst, and was thrown head over heels near the judges' stand. He however, got on board again, and tried his best to catch up, but the lead obtained over him was too much. Fahy won the heat easily in 1.42½.

THE SECOND HEAT.

Brought out C. O. Danforth and A. B. Rich. It was at once seen that Rich could take the race as he pleased, and he took it in 1.42½.

FINAL HEAT.

In consequence of the accident to Williams in the first heat, he had the option to start or not in the final, but he concluded not to. Hence Rich and Fahy were the only starters. Again did the Brooklyn boys make themselves conspicuous by frequent inquiries as to what was the matter with Rich, and by blowing squawkers and screamers, and making things generally hideous. Rich soon showed Fahy that he had no business with him. He shot away at a good rattling pace, and crossed the tape seven seconds ahead of the man from New Britain.

THE SUMMARY.

One mile tricycle, L. A. W. championship race, first prize, gold medal; second, silver medal. Final heat.

Name.	Time. M.	S.
1. A. B. Rich	4	6
2. T. Fahy	4	13 1-5

Rich thus captured both the national championships, much to the delight of his friends.

THE ONE MILE HANDICAP.

Now came the surprise of the day and it was caused by the way Getchell made his opponents "sit up." It was a hot one from start to finish. The starters were as follows: George E. Weber, Smithville, N. J., scratch; J. R. Rheubottom, Weedsport, N. Y., 30 yards; Eugene Valentine, New York, 30 yards; H. C. Getchell, Cambridge, 80 yards; Frank G. Gibbs, Cambridge, 100 yards; Charles A. Steuken, Jersey City, 100 yards; G. M. Warden, Fitchburg, 100 yards. On hearing the pistol report, Getchell started out as if in a hurry and he soon managed to mow down the fellows who had the 100 start. Webber struggled nobly to catch up, and did succeed in putting all behind him excepting Getchell, but he could not catch that man. If the track had been *any thing* like decent, time would have been made, as Getchell and Weber rode like demons. It was the best race of the day.

THE SUMMARY.

One-mile handicap. First prize, gold medal; second prize, silver medal.

Name.	Time. M.	S.
1. H. C. Getchell (80 yards)	3	1 4-5
2. G. E. Weber (scratch)	3	7 1-5

The next on the card was a one-mile race for the

CHAMPIONSHIP OF MASSACHUSETTS.

ONLY two starters came out on the ring of the bell, H. C. Getchell and F. G. Gibbs, both of Cambridge. It was a soft snap for Getchell, so very soft that the race was tame. Gibbs was not fit, however, he having recently met with an accident from the effects of which he had not recovered.

SUMMARY.

One-mile Championship of Massachusetts — First prizes, gold medal; second prize, silver medal.

Name.	Time. M.	S.
1. H. C. Getchell	3	19
2. F. G. Gibbs	3	22 1-5

The last event was the

ONE MILE INVITATION RACE,

gotten up specially for Rowe, Hendee, & Co. These gentlemen, however, did not seem to appreciate the opportunity offered, and respectfully declined. This left it a walk over for W. A. Rhodes, who was among those "invited." So away went William A. at a pace which would be called slow even by judges of a funeral procession. This ended the race meeting, and we must say this, that, no matter how lacking in excitement were most of the events, the way in which the races were put through without delay or hitch is an honor to the management.

The Promenade Concert.

THIS took place on the evening of the 27th, and from the appearance of things as we looked in on the boys, we judged they were having a good time. When the band was not playing, the musically inclined cyclists would fill in the void and pipe up on their own account. If any

well-known wheelman had the temerity to cross the floor he was sure to be cheered. Some anxious wheelman would sing out, "What 's the matter with A?" and when the reply came in chorus, "He 's all right," our solicitude for the gentleman's welfare was at once removed. Light refreshments in the shape of beer, cigars, and cigarettes helped to while away a few hours in a very jolly manner.

Entertainment at the Cycleries.

ONE of the most enjoyable features of the show were the Organ Concerts every afternoon by two of the most prominent organists in the city, Mr. Frank Donahoe and Mr. H. P. Chelius. Visitors during the afternoon will bear us out in stating that the selections, the organ, and the rendering were exceedingly fine. Exhibitions of

TRICK RIDING

were given on the stage every evening by the double trick riders Alden and Lester or a Star and George Hutchinson on a crank machine. What Alden and Lester did on their machine would seem pretty acrobatic work on *terra firma* and stationary trapeze, but when performed on a rapidly moving bicycle seem almost incredible. Lester's performance on a wagon wheel elicited great enthusiasm.

GEORGE HUTCHINSON

astonished the spectators who had never seen any trick riding by the manner in which he climbed all over his machine, rode it backwards, stood on it on every part that a man could get *toe* hold, got tired and sat on one of the pedals and ran it that way for a while. But the prettiest of all his tricks and one requiring the greatest amount of nerve and quickness is the upside-down mount. After doing all that a man could do on the complete machine, Mr. H.—— took his bicycle all apart and did the unicycle act very gracefully and satisfactorily. Part of the evening fun were the

BUFFALO HOME TRAINER RACES.

On Thursday evening, at about half-past nine, the first heat for half a mile was started, and the men who did the pedaling were A. W. Porter of Newton, W. I. Booth and G. K. Wallace, of the East Orange (N. J.) Ramblers. The New Jersey men put in for all they were worth and their legs "twinkled" mighty fast. At the quarter, Wallace rang the bell first, on hearing which young Porter put in his licks and managed to tintinabulate his gong in just 1 minute from the start; while Wallace did the same in 1-1⅛, and Booth, 1-3⅛.

THE SECOND HEAT

was started Friday evening, at 9 P. M., and the following men got into the saddles, C. G. Dresser of Hartford, J. B. Springer of Hartford, and P. Alexander. Away they went, a good deal of amusement was evinced by the clock-like way the gongs of the three men rang one after the other. It was one, two, three, and not a seconds space between for the three quarters, but on the home stretch, Dresser let out a peg and finished in 1-35⅛ Springer 1.38¼, Alexander 1.49.

THE FINAL HEAT

elicited more interest than any of the former as P. M. Harris of the Ixion Bi. Club of New York was to compete, and as Mr. Harris had claimed a mile in 57⅜ seconds, he was looked on as "dangerous." We allude in another place to this claimed record of Mr. Harris, and show how the *mile?* was done in that marvelous time. J. B. Springer and C. G. Dresser, of Hartford, got up on the trainers to battle the fast New Yorker, and away they went for the final heat. It soon became evident that Harris was not leaving the Hartford men much. The first bell to strike on the quarter was Dresser. Up to the third quarter, Harris managed to hold the second place, but at this point Springer got mad and went for the leader, to no purpose, however, for Dresser rang his bell in 1.35⅜, Springer in 1.37⅜ and the New York man in 1.40. Young Porter was then allowed to see if he could do better than Dresser or Springer, but after a plucky attempt, he could not whirl the pedals faster than 1.39⅜. This therefore, gave the race to C. G. Dresser, first, and J. B. Springer, second. The contests were under the charge of E. W. Hodgkins.

THE SALEM CADET BAND

Gave most delightful concerts every evening during the Meet. In fact, taking all in all, the Cycleries took the bun as the leading attraction, and that it was appreciated by the wheelmen as well as by the outside public is evident from the liberal patronage it received, notwithstanding the numerous other attractions which called for the attention of our visitors.

Buffalo Home Trainer Records.

The sceptical were evidently not very far out of the way when they refused to accept the wonderful claim made by P. M. Harris 57⅜ seconds, and N. C. Herring 52⅜ for a mile on the Home Trainer. It seems very evident that these gentlemen have not understood that the Buffalo Home Trainer is arranged to ring four times after the start in order to complete the mile. Whereas the Ixion gentlemen have apparently been laboring under the impression that the sounding of the gong twice means the completion of the mile, hence the wonderful record of 52⅜ and 57⅜ for a mile. Mr. Harris seemed very much surprised when enlightened by Mr. Hodgkins on this point; but on the face of it this is the solution, and Mr. Harris will have to take a seat away down on the list as there is some twenty-five seconds difference between his mile made in Boston and the best made by E. E. Arnold of East Hartford, Conn. whose claimed record of 1.15⅜ seconds seems pretty quick and should have strong backing to establish it. We do not think any record should be accepted made by men who strap their feet to the pedals a thing which we are told has been done.

The Dinner.

There must be an end to everything so 'tis said, and so now the seventh annual Meet of the League of American Wheelmen is a thing of the past, brought to a successful conclusion fittingly by a dinner. Many cyclists there are who may loathe their wheels, but where is the wheelman who does not like a good feed; and does not enjoy a good speech and jovial com| any? Over one hundred and fifty men sat down to dinner at the Vendome last Saturday evening, and a glance round the room showed many faces that have grown familiar by being seen at these gatherings for the past seven years. At 9.30 the tables having been partially cleared and cigars lighted, President Beckwith rapped the table, called the wheelmen to order, and introduced Chas. E. Pratt, of Boston, as Toast Master. Mr. Pratt referred to League politics and the complication therein, and speculated some on the possible outcome of the imbroglio. He alluded to very independent mode of proceeding adopted by the racing board and said he should emulate their example and strike out right and left. In winding up he said:—

We have shown you our city, and have given you a diversity of attractions and freedom to enjoy them as you thought best. It is most fitting that we should not forget the patriotic sentiment due to our country,—a country which was slow to adopt cycling, but was foremost in developing the sport,—a country whose citizens when they have once set their faces toward the accomplishment of an object never turn back.

The band which was in attendance responded by playing "America," and the vocally inclined joined in, and "made the rafters ring." The next toast,

THE COMMONWEALTH OF MASSACHUSETTS,

was responded to by Mr. Slocum. He said a good many bright things, and he hopes to see the time when the laws of the country would enable wheelman to sue and collect for damages to themselves or their wheels, that had been brought about by neglect to keep the highway in repair. In response to the toast,

THE LEAGUE,

President Beckwith gave an epitomized history of the L. A. W., of which organization he had the honor to be elected president four times in succession. He spoke of the growth of the League, and stated that in one week the membership had been increased by nearly four hundred new names. He wound up by saying, "that this was probably one of the most enjoyable Meets the League had ever had, and said that, acting for the organization, he wished to express his thanks of the able and noble way they had been entertained by Boston wheelmen."

The next gentleman to rise up from his chair in response to a call was that "old timer," Kirk Monroe, of New York. He spoke of the past, and traced the advance of cycling through its various stages, in about the following order: The hall era. the drill and parade era, and the run and tour era. He said the last named is the present era, and that those of this period are apt to turn up their noses at the two former eras, but the evolution was natural and proper, and the parade had not by any means lost its power of usefulness at the present day.

Mr. Pratt then got up, and said in substance, that in the early days of the League it had been found best to include a Racing Board in organizations of the L. A. W., so that racing should be one of its objects, and that to-day the Racing Board had come to the conclusion that the League should be looked on as one of its objects. Abbot Bassett, responded on behalf of the Racing Board, briefly and to the point. Col. Albert A. Pope was called on, and he told a good story or two with great effect.

Other speeches were made by Stephen Terry of Hartford, B. B. Ayers of Chicago, C. H. Potter of Cleveland, W. E. Gilman of Boston, J. Rogers of St. Louis, George T. Wilson of New York. A zither solo was played by Mr. Yuengling of New York, and a Scotch song given by Mr. McDonald. It was nigh on to Sunday morning before the parties were ready to break up; but, as we said at the beginning of this article, there must be an end to everything, and so thus ended one of the most successful Meets ever held by the League of American Wheelmen.

"The American Cyclists' Union."

THIS organization was born 29 May, at the Hotel Vendome, Boston. The Springfield, Lynn and Newton clubs are responsible for its conception and birth. The cause assigned for bringing into the world this union is assigned to the action of the L. A. W. *in re* the amateur question. We will give the gist of the thing at once, by giving the Union's definition of amateur as follows: "An amateur is any person who has never raced or exhibited his skill for a public or private stake or purse, or for gate money, or competed under a false name, or has backed or allowed himself to be backed in a public race." The organization is not yet formally completed, but at present the officers are Henry E. Ducker, chairman, A. O. McGarrett, of Springfield, secretary. A committee for the purpose of forming constitution and bylaws is composed of E. G. Gordon, Lynn, A. O. McGarrett, Springfield, J. H. Louis, of Newtonville, and H. E. Ducker, of Springfield. It is the intention of the Union to issue an invitation to clubs to attend a meeting, the time and place to be at the option of the chairman. Adjourned, subject to call.

ONE DOLLAR a year now for the BICYCLING WORLD. Send in your subscription at once.

THE CYCLERIES A SUCCESS.

AN INTERESTING EXHIBITION.

THE Boston Bicycle Club, in promoting an exhibition of cycles, undertook to do what had not before been attempted in this country. That the cycleries were a complete success, financially and otherwise, speaks well for the energy and enterprise of the Boston Club. Our "London W." having been the originator and "Pooh Bah" of the show, our modesty prevents us using the terms of praise the management deserves, so we will pass on and give the credit to the enterprising manufacturers and dealers who exhibited. The Mechanics' Hall was a grand place for the show as it gave plenty of space to arrange the wheels to the best advantage for inspection. Taking first the

MANUFACTURERS,

We face, on entering the hall, the exhibit of the Pope Manufacturing Company, which makes a detailed and elaborate show. On tables draped in sombre black, are shown the many parts, in various stages of construction, which go to make up the different styles of Columbia wheels. Mr. A. L. Atkins, of road-book fame, was the presiding genius, and; assisted by a corps of courteous attendants, waited upon all seekers for information. Samples of the extensive line of Columbia bicycles and tricycles are on view. Among the machines worthy of particular notice, is a racing bicycle built for Rowe, which weighs bnt twenty-two and a half pounds; the notable feature of the wheel is the true tangent spoke. Next, our eye was attracted by a racing safety made for George M. Hendee, a taking machine of the dwarf bicycle pattern. The ladies' two-track tricycle, with hollow rims and true tangent spokes, 46-inch wheels, is a light mount. We were very favorably impressed with a new steering apparatus invented by Harry Pope, which consists principally of an endless spiral screw, the turning of which actuates a lever and the steering rod. The wheel will stay wherever placed: Karl Kron's old Columbia, No. 234, with its worn brake and ragged tires, and the light roadster ridden by A. M. Hills from New Orleans to Boston, are shown. The tricycle, which was ridden successfully in the championship Saturday, is found here. It is a front steerer, of the bridle-rod variety, and has a very simple and, we should think, effective steering controller. The new Cyclone Bicycle, which is to be made by this company, is also exhibited, but at the time of writing is not on the floor, so we will leave a description of it to some future time. One of the features of all the Columbia geared wheel is the Ewart link chain, the particular advantage of which is the few parts and the ease with which it can be detached, by slipping out a link, shortened. The Pope Manufacturing Company includes one of the most complete exhibits in the hall and one which is an honor to the country.

The Coventry Machinists' Company, although an English concern, is entitled to be placed in our account, among the manufacturers, as the American branch is not a mere agency. It has the second stand on the floor, and we think no one will take exception to our saying that it is the

MOST ATTRACTIVE

and best arranged exhibit in the hall. On a raised dais covered with brilliant red, a complete line of club cycles is shown. No firm has so many tricycles and tandems, and as we glance at the machines from where we sit, we are pleased to see many of them marked "sold." The machines are well set off by a profusion of potted plants, and our friend Gaskell may well be proud of his effort to make an effective show. In the bicycles and club tandems we note no change, but in the new Ranelagh we find it has been improved by the addition of automatic steering. The new ladies' club tandem has four wheels, the rear one being simply a swivelled trailer. It is a very safe and comfortable mount and well adapted for the purpose for which it is designed. The Marlboro' Club for ladies has a spiral spring connecting the steering-wheel to the front fork which we find by riding over obstructions does away with much of the jar so unpleasant on this type. Club safeties, a racing Sandringham and Marlboro' and the Marlboro' tandem, together with a full line of bicycles, completes this effective exhibit. We next come to the

OVERMAN WHEEL COMPANY

and find in addition to a pyramid of sundries made by this company, a big show of Victor bicycles, handsomely arranged. The Victors are so well and favorably known that there is little we can say, except to call attention to the hollow cored tires compressed into the rim, which give great elasticity and add wonderfully to the rider's comfort. At almost any hour may be found half a dozen men standing on the rim of a Victor wheel trying to buckle it, but without success. The Victor is a thoroughly sound and well constructed machine and is another cause of congratulation to Americans who are glad to see the cycle industry succeed.

Gormully and Jeffery are also taking a prominent place among wheel builders, and are stocking the West with good machines at a moderate price. The American Champion brought well to the fore by Schock is a very handsome mount with good s'out hollow forks, direct spokes, balls all round, and in fact all the modern improvements at a cost within the

REACH OF ALL.

The American Safety in some respects like the Xtraordinary is well spoken of by its riders, and it possesses the merit of accomplishing the object for which it is made. An extensive lot of boys' Ideals prove attractive to the youngsters, and are far and away ahead of most of the

machines inflicted upon the children, Mr. Edwin Oliver was on from Chicago. personally looking after the interests of the house he represents. This Western firm is acquiring a reputation for good machines at a moderate price and is reaping the reward of merit.

The H. B. Smith Machine Company, through W. W. Stall, placed on view a complete assortment of

SPEEDY STARS.

The latest pattern roadster is really a very handsome machine and is doing much to kill off the unreasonable prejudice which has existed against these machines. The silent clutch, hollow frame, and light graceful build are notable improvements. We notice that the spokes were so put in at the rim that they avoid the rib, the boring of which would have a tendency to weaken the rim. There were also some Star racers here. One of the handsomest little machines we ever put our eyes on is the modified Cripper built by Mr. Stall for his wife. Briefly, it has 36-inch drivers, $\frac{7}{8}$ rubber tangent spokes, four cross, $18\frac{3}{4}$ in front wheel, balls all round, Garood's balance gear, elliptical cranks nonadjustable $5\frac{3}{4}$ inches throw, everything hollow that can be reversed, Humber spring, geared to $45\frac{1}{2}$, and with buffer saddle actually weighs but $48\frac{3}{4}$ lbs. We have no hesitation in saying that it is one of the finest pieces of wheel building ever turned out here and we are pleased to announce that Mr. Stall is prepared to build machines to order of any given weight. The other American-made machines were

THE YANKEE TRICYCLE

invented and made by E. P. Howe of Northboro. This machine is of the lever pattern, the principal feature being an ingenious and comparatively simple method by which the connection between the lever is allowed to slide so that while at the beginning of the stroke when the leg is bent and has the least power the greatest leverage is given, and as the leg is straightened out the leverage is decreased, but the speed increased. We shall watch with interest the development of this machine as the lever motion has been shown to have much merit. The machine is of the front, side-steering pattern, many of the parts being those of the Victor tricycle. The front wheel, carried in an ordinary vertical fork, is twenty-six inches. It looks weak.

Mr. J. G. Dorrance, of New York, has had made, in Torrington, Conn., a lever tricycle known as the New American. It has 44-inch drivers, 18-inch front steering wheel, looks very well made, but seems rather complicated. We clip from Mr. Dorrance's catalogue: —

"The power is applied to the centre of the axle, between the driving wheels, through disks containing unique roller clutches, operated by pedals and flexible steel chain connections, which give continuous power without dead centres. The machine may be instantly changed from speed to power or *vice versa*, by shortening or lengthening the levers."

Passing on we come to the exhibits of the importers acting as agents for

FOREIGN HOUSES.

Stoddard, Lovering & Co., make a good show of Rudge bicycles, which need no description, as every one of our readers is familiar with the details of their construction. The patterns shown are the Rudge Light Roadster, American Rudge and Rudge Safety. The Rudge Crescent is a very taking tricycle, with a long wheel base, and 26-inch steering wheel, actuated by a handle bar. The front wheel is carried in a horizontal fork which holds the wheel very steady. This machine is well spoken of by those that have ridden it, and will be vigorously pushed. Two Light Rudges, ridden by H. W. Fairfax and C. M. Fairchild, from New Orleans to Boston, rather the worse for wear, but sound as ever, are exhibited. Webber's and Howell's record racers are also shown. A very handsome racing Cripper, rotary and Rudge Humber tandem complete this stand. S. L. & Co. also show a full line of English sundries, of which they are the sole importers. In each corner of Wm. Read & Sons' space, are

BRASS CANNON,

which effectively mark the boundaries. The new Royal Mail bicycles are exceedingly handsome wheels, and with Trignell's ball head, new detachable handle bar, and grip rim, were very favorably mentioned by the many wheelmen who examined them. The Otto bicycle was always the centre of a group, and many were the attempts made to ride it. This machine, though ridden to quite an extent in England, has never been popular here. Read & Sons also show several Kangaroos which, by the way, they have rechristened the "Shelley," two-track Royal Mail singles and tandems, the whole making a very good exhibit. Here, as well as at some other stands, many of the wheels were marked "sold." Immediately in

FRONT OF THE STAGE

W. B. Everett & Co. made one of the most complete and varied collections of good wheels. Graceful Apollos, with well-placed spade handles, and staunch Challenges, and Prince's Semi-Racing Apollo, on which he defeated Shock, were shown. The new Courier safety, similar to the Humber, with two driving chains. A Carrier, Traveller tandem, miniature cycles for children, the Velociman for those who have lost the use of their legs, very much improved and lightened, Challenge safety, and Singer's S. S., made this exhibit a very complete and satisfactory one.

The Western Supply Company had the honor to have the only sociable in the hall, a strong, good looking Meteor. It also showed an Excelsior roadster, like the well-known Harvard, and an Excelsior safety, the feature of which is a device for raising or lowering the fork extension to change the length of reach.

McCoy & Williams had one of the Sparkbrook tandems, a splendid, strong machine, with stayed axle. Geo. D. Gideon had some Surrey Invincible racing machines, very light and

BUSINESS LIKE,

a racing tricycle of the Humber pattern and a light Tandem especially taking our eye. There is a style about the Invincibles that many machines lack.

J. A. R Underwood made one of the best exhibits in the hall. A complete line of the Quadrant, Singles and Tandems, and some new pattern Rover Safeties made an interesting exhibit to wheelmen outside of Boston. The new Rovers, one of which we have been riding of late, are a great improvement on the first lot. The wheels are 30 x 32, and the frame is much stronger and better designed. The Quadrants need but very little said of them as they have been pretty thoroughly written up in the cycling press. They have an established reputation on their merits. A. G. Spalding & Bro. sent from

NEW YORK

a line of machines. The Beeston roadster and racing bicycle, the Beeston Humber tandem and Cripper tricycles are all splendid machines in point of finish and construction, and the latter were the pioneers of now so generally popular types. The American Premier and Spalding bicycles are two good looking wheels, and a Kangaroo completed this exhibit of sterling worth.

In common with many others we were pleased with an opportunity to examine the New Rapids S. T. Clark & Co. have placed upon the market this year. After a careful inspection we came to the conclusion that no better wheel is made than these. The forks and bridge are very good, and the true tangent spokes must make the wheels wonderfully strong. The Dictator is a direct spoke, medium weight bicycle, selling at a moderate price. The Rapids have been very successful in England, and are going exceedingly well here. Julius Wilcox had three of the latest

FACILES

which had been very much improved. Hamblin forks of strong section, new slotted cranks, the new B. S. A. ball bearing, and the elimination of plain bearings makes the Facile better than ever. Among the other exhibits was Foote's Anti-Header attachment, described in our last issue. Wright & Ditson, and Horace Partridge, sporting goods. C. M. Clarke Keystone saddle. Strickland & Pierce, Boston, Mass. shoes. Ducker & Goodman Wheelman's Reference Book, the Blair Touragraph, the *Wheel*, the *Cycle*. Menne's lubricating and illuminating oil. Greghill Manufacturing Company, pocket drinking cups. J. A. Hatch & Co., wheelmen's furnishing goods. The *Star Advocate* and Corson's saddles, wheels, and whims. Fred Jenkins and the Excelsior Cyclometer. Hoyt's pedal ditto, the *Cyclist* and *Athlete*, and last but not least, the pagoda of the BICYCLING WORLD, in the centre of the hall, was

ONE OF MANY.

Terre Haute, Ind., May 11, 1886.

Messrs. Stoddard, Lovering & Co.,
Boston, Mass.:

Gentlemen, — The 48-inch AMERICAN RUDGE received. This wheel is far superior to what we had expected, and will, no doubt, be the means of increasing the sales of this class of machines.

Yours very respectfully,

CALDER BROS.

THEY SPEAK FOR THEMSELVES.

No Dealer or Repairer can afford to be without our Catalog,

AS WE MAKE AN EXTENSIVE LINE OF

SUNDRIES,

SUCH AS

TOOLS, LAMPS, BELLS, ETC.

THAT CANNOT BE PURCHASED ELSEWHERE.

Then, too, our Youth's Bicycle,

THE AMERICAN IDEAL,

Has become so thoroughly well recognized as the standard machine of its class, that it is almost impossible to sell an intelligent youth anything else.

The fact that our factories are tested to their utmost capacity,—working overtime at that,—can leave no doubt in the mind that

THE AMERICAN CYCLES ARE THE BEST.

So apply at once for the prettiest Catalog in the trade, to

GORMULLY & JEFFERY,

CHICAGO, ILL.

constantly surrounded by cyclers. So potent was the attraction, that if a man in cycling clothes, once came near, he was not allowed to depart until his name was duly enrolled among our subscribers. If you were at the cycleries, you know what the attraction was, if you were not, you missed much. If we could only have a cycle exhibition every week the WORLD's circulation would exceed that of the *Times* in a very short time.

There was another part of the exhibition which was especially interesting and not inaptly termed the "collection of antiques and horribles." Here was the original Lallement bicycle built in 1863, a veritable old trap; but one that by reason of its patented devices has caused much litigation. and was the forerunner of the modern bicycle. This machine was loaned by the Pope Manufacturing Company. There were two or three other bone shakers. The Overman Wheel Company loaned two old tricycles both invented by a Mr. Boynton of Hartford Conn. The one is a clumsy old cart which is described by one writer as a combination of a buckboard, two buggy wheels, and the seat of a mowing machine and it might be added the cranks of a grindstone because it is propelled by the hand power, the steering being done by the application of more or less power applied to one or the other of the driving wheels. Although invented in 1861 it has a seat adjustable up and down, and forwards and back. The other tricycle invented by Mr. Boynton in 1868 is nearly as clumsy as his earlier production but has smaller drivers and is a front steerer; the power is applied by a crank and chain. Both of these machines will probably take a prominent part in the patent litigation now going on. A Singer sociable built in 1879 is the regulation sociable with the exception that the brake is situated between the riders and acts directly on the ground. A Standard Columbia, which since its manufacture in 1879 has been sold twelve times, for an aggregate of $532.50: an Expert Columbia which was ridden by H. J. Hugh over 6756 miles, and the familiar bicycle which was imported by A. D. Chandler in 1877, and has carried him 4000 miles.

Boston Club Grateful.

Editor Bicycling World: The Boston Bicycle Club desires, through your columns, to express its thanks to the various dealers, manufacturers, and other exhibitors at the Cycleries, who made it possible for the club to carry out successfully its experimental exhibition. The Club wishes to particularly thank the Pope Manufacturing Co., the Overman Wheel Co., E. R. Frost, and W. W. Stall for their contributions to the show of Antiques; and Bull & Bowen for the loan of Home Trainers and the present of one of their machines for a prize. The Club feel exceedingly grateful for the very generous support given its exhibition.

Yours respectfully,
J. S. DEAN, *Chairman.*

We Saw

A BOOM in the subscription list of the BICYCLING WORLD, and satisfaction that the paper could now be bought for one dollar a year.

* * *

A VERY pretty trio, riding on the mill dam, consisting of a gentleman and wife, on a machine constructed of the two halves of a tricycle and tacked on behind was a light wooden cart in which the son and heir was seated.

* * *

A GOOD many men try to get up Corey Hill, whose respect for that gentle incline was greatly enhanced after their effort.

* * *

A GOOD many men who seemed very much attracted by the appearance and contents of the WORLD's booth.

* * *

A DECIDEDLY irate man in the person of "Dalt Wheelman," because our Latin dictionary got mislaid and the printer's devil had dropped a syllable out of his Latin definition of "scorcher."

* * *

A GOOD many broad smiles on the faces of wheelmen when they cast their optics on our cartoon.

* * *

JACK ROGERS, after his return from Locke's Hill, Watertown, where he had been on an excursion, just to "see how steep the hillock was any way," and we saw disappointment inscribed on his usually jovial face.

* * *

POOH BAH DEAN trying to show some of the out-of-town contingent how to ride a Rover.

* * *

JACK EASY trying hard to inculcate the doctrine of sociableism into the minds and hearts of some very pronounced tandemons.

* * *

BUT one or two men who seemed able to overcome the tendency of the "Otto" to deposit the would-be rider of that machine, on his nose.

* * *

THAT the nonriders were much more interested in the "antiques" displayed than they were in the delicate spider wheel of the latest and most approved pattern.

* * *

MR. CORSON accept the "pipe of peace" from one of our three little maids, and now he says the editors of the WORLD are not such "kickers" as they might be.

* * *

DISMAY on the countenances of visitors and local men at the sight of the lowering sky and wetting clouds that prevailed on Tuesday evening.

* * *

PT. HODGES, and "Old Dick" Tombs with double-barrelled shot-guns, hunting for the perpetrators of those likenesses (heaven saw the mark !) that appeared in the *Globe* of 26 May.

* * *

THE *Herald* men, smiling like a basket of chips, because of their excellent representation of the countenances of Messrs. Pope, Bassett, Higginson, and Corey of the Massachusetts Club, in *Herald* of 27 May.

* * *

FRED JENKINS, and Ned Oliver, formerly of the N. Y. *Wheel*, at Corey Hill, to see but not to conquer the grade, and a goodly sight it was to see these old veterans of the cycling press.

* * *

A KIND of panic in the Aaron market when it became pretty generally known that Ayers and Bassett were candidates for the secretary-editorship.

* * *

COLONEL POPE riding a bicycle, and the genial Colonel and Ned Hodges making a bet as to the former's ability to stick on a wheel for two consecutive blocks. Odds, two to one; no takers.

* * *

H. D. COREY and W. M. Rogers on a Humber tandem start in from the hill-climbing contest last Thursday after most of the boys had started in and yet they got into town first.

* * *

THE same machine among "the Antiques" yclept the "American roadster" that we followed in the consul's run to Waltham during the last meet in Boston. It makes us feel ancient.

WE are as pleased as Punch at the evident success of our move in reducing the price of the WORLD to one dollar a year. We reaped a big benefit of this liberal departure during the four days of the show, and riders from "away off" are beginning to send in their little dollars. The three little maids did some noble work for us, and the man who *did* resist them must be tough.

A MORE dare-devil performance than that of F. F. Ives in hanging on to the rear end of a freight train and being dragged for a mile or two, cannot be found. It seems Mr. Ives was piloting the New Orleans men over the B. & A. railroad track when a short distance out of Palmer a freight train overtook them. Into the brain of the reckless Ives popped the idea to "catch on" behind and be pulled over the ground. No sooner said than done, and so off he started, caught up with the train, and with one hand on the rail of the caboose and the other on the handle-bar he sailed along serenely for a couple of miles and did *not* break his neck. This is a *fact* and not a fish story. Who can match this?

THE Pope Manufacturing Company give the following result as arrived at by three men in counting and checking machines in the parade Saturday: Columbia, 283; Rudge. 116; Star, 53; Royal Mail, 36; Victor, 20; Singer, 20; Facile, 5; various makes, 70; Total, 603.

As a member of one of our well-known local clubs was descending from his carriage and about entering the house of a friend to attend her wedding, he was accosted by a street gamin with the query of

"Say mister, a wedding?"

"Yes," anwered our hero.

The gamin critically eyed the club man a moment and then blurted out,—

"Say, mister, she ain't a-goin to marry *you?*"

The only reply the kid got was a withering glance that had scorn enough in its composition to shrivel up a rhinoceros.

League of Essex County Wheelmen.

THE fifth annual meeting of the L. E. C. W. took place at Mechanics' Hall, Lynn, at 10 A. M., Monday. After formal reports of the different officers and committees the meeting decided to reduce the required quorum from fifty to thirty. The following gentlemen were elected to office for the ensuing year by acclamation: President, E. G. Gordon of Lynn; vice-president, T. S. Webb of Lawrence; corresponding secretary, Arther W. Webb of Salem; recording secretary, Gardner Hathaway of Marblehead; treasurer, G. Chinn of Marblehead. After the meeting they adjourned to Hill's Restaurant, where a cold lunch was served *ad lib.*

THE Downes Cyclometer which is creating so much stir in wheel circles is controlled by the Overman Wheel Company and Stoddard, Lovering & Company. It is the invention of M. H. Downes of Boston and in an interference suit which was had with the Butcher cyclometer a decision has just been rendered by the U. S. Patent Office, which gives Mr. Downes the exclusive use of spoke cyclometers actuated by an arm so located as to strike the fork.

All Sorts.

ASK Jack Prince if he likes frog's legs and sliced tomatoes?

THE "Z. & S." Stocking Supporter is just the thing for wheelmen. For sale by Howard A. Smith & Co., Newark, N. J.

"THAT's cool," said a man as he saw Jones taking Brown's wife to a picnic, when Brown was off at the convention. "Yes," said another, "it's cool for scandal." This is *not* "a little thing of our own," but is taken from *Texas Siftings*.

"KING of the Road" lamps of all sizes, prices, finishes, and patterns can be found at Stoddard, Lovering & Co.'s, 152–158 Congress street, Boston.

FRED JENKINS had his old reliable Excelsior cyclometer on exhibition, "a revised and improved edition." We shall give a mechanical description of this later.

Now is the time to secure anything in the cycle sundry line which you may need. Call or send to Stoddard, Lovering & Co., 152–158 Congress street, Boston.

"CAUGHT a bad cold, I see; how did you get it?"

"In one of those bweastly street cars, dear boy."

"Sat beside the open window, eh?"

"Ah! no."

"How, then'"

"I caught it in the cars sitting next to a wet-nurse, don't chew knaw."

Diffident Lover — I know that I am a perfect bear in my manner.

She — Sheep, you mean; bears hug people — you do nothing but bleat. — *Life.*

THE June *Outing* is filled with a variety of healthy and entertaining reading, and has more than eighty illustrations of a high grade. Charles G. Leland, better known as "Hans Breitmann," has an article on "The Derby Race of 1885."

SEND to the WORLD for the Wheelman Reference Book. You cannot afford to be without one. Price, 50 cents.

SINCE the split in the L. A. W., and the wholesale slaughter of the innocents, the question that cyclists put to one another is, "Are you a sheep, or are you a goat?"

THE agents of the Buffer Saddle have been taxed to their utmost to make the supply equal the demand, but are now pleased to say that their stock is complete. Stoddard, Lovering & Co., 152–158 Congress street, Boston.

PAPA WESTON'S Log Book sold well at the Cycleries. Send $1.25 to BICYCLE WORLD for one.

Our Cartoon.

THIS week we issue a splendid likeness of J. S. Prince and his manager, T. W. Eck, who also has a grip on some of the records, as will be seen.

J. S. PRINCE.

Every one knows Jack Prince, and the readers of the WORLD have time and time again been told as to when and where he was born. The present sketch is, however, intended to deal with Mr. Prince's late achievements on the racing path. Last year Prince was physically incapacitated from doing much, in consequence of a bad fall he experienced when riding at Cleveland. This year, however, he is himself once more, and, under careful training, has been doing good work at Minneapolis, having smashed the fifty-mile professional and amateur record of the world in 2-38-52. In this same race he took all the records from thirty-five to fifty miles. He later on, at the same place, beat Schock in a 72-hour race, and covered the enormous distance of 1,042 miles in the time named. This beats the 75-hour record, and is really better than Waller's performance, comparatively. The latest victory of Prince was at Lynn, where he beat Neilson in the first of a series of three races. This was a five-mile race. The next one is to be a ten-mile race, and will be run on 17 June, probably at Lynn.

T. W. ECK,

manager of John S. Prince, born at Prince Albert, Canada, 10 April, 1856, been connected with bicycling for five years, and has managed the business affairs, at different times, of the following well-known riders: John S Prince, W. M. Woodside, W. J. Morgan, H. W. Higham, Prof. Rollinson and others, while he has managed every six-day bicycle race of note that has taken place in America. Last winter Eck took the management of the Washington rink at Minneapolis, Minn., and during that time all the world's records from 35 to 50 miles, and from 100 to 1,042 miles were made at that rink. He is now looking after the interest of John S. Prince, and this winter will inaugurate several six-day races of eight hours per day for both amateurs and professionals. Eck holds the world's quarter mile professional tricycle record 42⅔ sec. made at St. Louis, Mo., and all the American tricycle records from 3 to 10 miles, inclusive.

More Expulsions and Suspensions.

OFFICE OF THE RACING BOARD,
Boston, May 31, 1886.

For competing with professionals for a prize in a public race at Lynn, Mass., this day, the following wheelmen are hereby declared to be professionals: Charles E. Kluge, New York; George E. Weber, Smithville, N. J.; Charles E. Whitten, Lynn, Mass. Amateur wheelmen are warned against competing with these parties. This notice carries with it expulsion from the League, except in the case of Kluge, who, having previously placed his resignation in the hands of the Racing Board, will be allowed the courtesy of a withdrawal.

For competing in races held under rules other than those of the L. A. W., at Lynn, 31 May, 1886, the following parties are suspended from the race-track for 60 days from date:

George W. Porter, Lynn, Mass.; F. B. Kimball, West Somerville, Mass.; Charles E. Tracy, Waltham, Mass.; A. E. Jacobs, Boston; Charles A. Steuken, Jersey City, N. J.; A. D. Grover, East Boston; F. B. Brigham, North Attleboro, Mass.; H. C. Getchell, Cambridge, Mass. Amateur wheelmen are warned not to compete with these parties under penalty of suspension from the race-track for such time as the Racing Board thinks adequate to the offence.

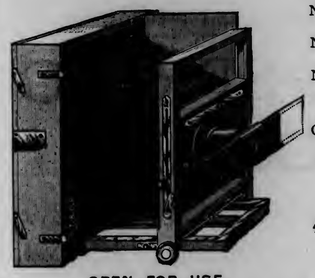
ABBOT BASSETT, *Chairman.*

The Lynn Track Association Sued.

AMONG the League men who were entered for the Lynn races, were Messrs. Potter and Boggis, of Cleveland. These gentlemen have been to much expense and trouble in preparing to take part, and had entered under the supposition that the affair would be in strict accordance with League rules. Now it tran-

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

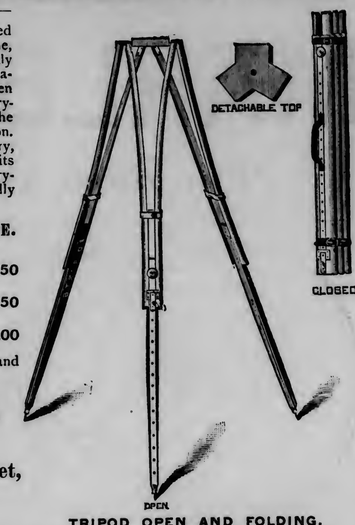
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

* EURYSCOPE * * * LENSES * *

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

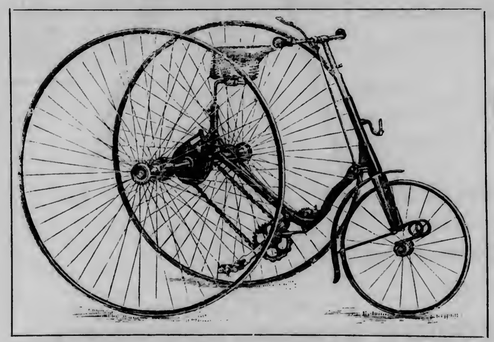
SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - - BOSTON.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7 00.

Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, $3.50; Nickel Plated, $4.75. Send money order or registered letter.

F. C. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

spires that they entered suit against the Lynn Club, Mr. Potter in the sum of $500 and Mr. Boggis in the sum of $300. At the races of Monday, Sheriff Merritt, of Lynn, stood at the gate, and when the receipts had accumulated he seized about $500 by virtue of an attachment. The outcome of the case is awaited with interest.

RACING NEWS.

Lynn Tournament.

RUMORS were thick in the air as to the outcome of the fracture in the L. A. W. on the racing question, and as to what the Lynners would do. Nobody seemed to know how they would extract themselves from the dilemma, and not until just before the races was it known what the management would do. It was finally agreed to run two of the races under the L. A. W. rules, and the balance under the American Cyclist Union rules. If the political sky was overcast, it is certain that the clerk of the weather did the correct thing by the Lynn men. A more beautiful day could have been produced even if made to order. A trifle cool, perhaps, for thin clothes and a shady spot. The crowd that was expected was on hand, and the ticket sellers were kept busy hauling in the ducats. The first race was

ONE-MILE AMATEUR BICYCLE RACE,

and it was run under the A. C. U. rules. The men who faced the starter, were Chas. E. Kluge, W. A. Rowe, Geo. E. Weber, and E. P. Burnham. They started off very slow indeed, with Burnham in the van, followed by Kluge, Weber, and Rowe in the order named. There was no change in this order of things, and no increase in the pace for two and a half laps, but at this point Weber spoke for first place and got it, the rest following well up with Burnham taking the back seat. Weber entered on the last third, at a good taking pace, which he quickened as he drew near the home-stretch. Here Rowe was seen to double up and spurt. Weber hated to resign, but he had to, as the Lynn pet had too much speed on. Kluge made a rush at this point, but the best he could do was to shut Weber and Burnham out from second place at the finish. Rowe came in first with about four feet to the good, in 2.18 3-5. No records broken there.

The next race was

THREE-MILE AMATEUR BICYCLE RACE, 9.45 CLASS.

(Open only to League of Essex County Wheelmen).

This was to be run under L. A. W. rules. Charles E. Whitten and Geo. W. Porter, both of Lynn, were the only starters. Whitten cut out the pace for a couple of laps, and then Porter slid to the front and kept there for five laps. Again did Whitten challenge and take the race in hand, fairly running away from Porter, and winning as he liked, in 9.43 4-5.

The third race was a

TWO-MILE AMATEUR TRICYCLE RACE,

and was run under the A. C. U. It brought out G. M. Hendee and E. P. Burnham. On the report of the pistol neither man wanted to take the front place, but Burnham forced Hendee to officiate as pace maker. They strolled along in this order for two and two thirds miles, and then Burnham tried to change places with George. He succeeded in his attempt, and commenced to rapidly draw away from Hendee on the back stretch. Just before turning into the home stretch, Hendee was seen to slow up and then he and his machine disappeared in the ditch. Burnham did not know this, and so he came down toward the finish at a teuring gait, crossing the tape in 7.42 4-5. Hendee jumped up and ran home afoot, so as to save his place. He was greeted with hisses and cries of "rats," as crowds are always down on the unfortunate. Hendee says his mishap was caused by his steering refusing to work.

The fourth race was

ONE-MILE AMATEUR BICYCLE RACE, 3.20 CLASS.

This was run under the L. A. W., and it brought out seven men It proved to be the fastest race of the day. The following showed up at the starting point: B. F. Kimball, West Somerville; Charles E. Whitten, Lynn; Charles E. Tracy, Waltham; Charles A. Steuken, Jersey City; A. D. Grover, East Boston; P. B. Brigham, North Attleboro; H. C. Getchel, Cambridge. Getchell was away first and he got right down to business, seeming determined to run the rest of the men off their feet; he cut a hot gait and was closely followed by Tracy and Whitten, the rest stringing out behind. On the second lap Whitten went up to second place, and Tracy dropped out altogether. It now became evident that Getchell and Whitten would have it hot home, and they did. Getchell made a plucky attempt to hold his position as first man, but Whitten was too speedy, and the Cambridge man had to content himself with second prize, with Steuken a good third. Time, 2.51 4-5.

The next was a

THREE-MILE AMATEUR BICYCLE LAP RACE,

under A. C. U. rules. Only Geo. Webber and W. P. Knapp showed up and started. Each lap was nicely contested, but Weber managed to get the requisite number to give him the race. It was a pretty race to look at, but evidently every lap that Knapp won was allowed by Weber. No time taken.

The next race was a

FIVE-MILE AMATEUR BICYCLE RACE,

and it brought out Hendee and Kluge. It was a very uninteresting affair from beginning to end, the men just loafing round with Kluge in the lead. On the last lap they warmed up, and Hendee came in first in 18.37 2-5.

Now came the race that had excited such an amount of interest, namely,

FIVE-MILE PROFESSIONAL BICYCLE RACE (first of a series),

between Robert A. Neilson and John S. Prince, for a purse of $300 a side and the professional championship of America, with an extra purse of $500 added by the Association.

Prince had a slight call in the betting. This race was miscalled; it should have been a "Third-of-a-mile race," for certainly there was no racing until the last lap. Sometimes the men would almost come to a standstill in order to force each other to take the lead. Prince was outjockied on this point, however, for Neilson would not take up the running until the last lap, at which point he went to the front with a magnificent rush, and on straightening out for home had ten feet to the good. Just here Jack put in some licks, and in one of his old-fashioned bursts of speed managed to put his wheel over the tape one length in front of Neilson, in 19.29 4-5.

The next event was under A. C. U. rules, a

THREE-MILE AMATEUR BICYCLE RACE, HANDICAP.

The starters were Kluge, Burnham, Rowe, and Knapp, all from scratch, with Whitten 450 yards handicap.

This was expected to be a good race, and it started off well, giving bright promise to the spectators that they would at last see a race. Whitten started off at a rattling pace, and the scratch men after him. On the fourth lap the scratch men were bunched and spurting, when, all of a sudden, down went the crowd in a heap. Kluge, Rowe, and Burnham got up, not much hurt, but Knapp was rendered insensible. He came too all right, however, afterwards. This mishap left Whitten all alone in the race; but Burnham, who grabbed the only machine he could find, started again, and finished second. Whitten finished first, in 9.40 2-5.

The officials of the races were: Referee, A. M. Hall, Smithville, N. J.; starter Charles S. Howard of the Boston *Globe*; clerk of course, J. H. Sherman, Lynn; judges, Harry Corey, Kirke Corey, Boston, F. S. Winship, Lynn, John Wood Jr., Beverly; scorers, H. Crowell, Lynn, W. H. Pervear, Lynn, George Chinn, Beverly; timers, E. E. Merrill, Boston, George E. Butler, Lynn, O. S. Roberts, Lynn.

NOTES.

No records went this time.

Harry Corey only officiated as judge in races run under L. A. W. rules.

Abbot Bassett refereed the Prince-Neilson race.

There was too much jockeying in the races to please the spectators.

The row in the grand stand was caused by the refusal of some roughs to vacate seats for those who had coupons. No usher could be found and no policeman, and so the parties took the case into their own hands, and "expelled" them.

A financial success the opening undoubtedly was; but as a race meeting, it would have stood a little more racing and less loafing around.

The New Castle Bicycle Meet.

THE race meeting of the New Castle Bicycle Club was held on Thursday, 20 May.

The novice race was won by Elder Moorhead, of Beaver Falls, in 3.16 3-5, W. L. Horner, New Castle, second.

The one mile 3.10 class had four starters — W. L. Wilhelm, Reading; W. D. Banker, Allegheny; Fred. P. Root, Cleveland, and C. M. Clark, Pittsburg. This was a very well fought race, the men finishing in the above order in 3.07 3-5.

The next race was a special one mile race between C. M. Brown, of Greenville, Pa., and James S. Hedge, of Buffalo, N. Y. They started together and kept there all through the race, it being either man's until the tape was crossed, but Brown succeeded in doing this first in 3.01 3-5.

Elder Moorhead came in first in the boys' race, but as Ralph Bowers, of Greenville, on a 38-inch wheel, rode such a plucky race, Moorhead very generously resigned his claim to the first prize in Ralph's favor and took the second. There were three starters.

The quarter-mile, open, best two in three, called out five starters: W. I. Wilhelm, Reading; V. C. Place, and C. T. Mecham, Greenville; W. D. Banker, Allegheny, and Fred P. Root, Cleveland, Place unfortunately buckled his wheel, which left him out of the race. Root won two straight heats in beautiful style, taking first prize, Banker second. Time, 42 and 43 seconds.

Four men came to the scratch for the half-mile open: J. S. Hedge, Buffalo; W. I. Wilhelm, Reading; C. M. Brown, Greenville, and Fred. P. Root, Cleveland. As they turned the upper corner Wilhelm ran out so far as to crowd Brown into Hedge, causing him to fall heavily. They finished as follows: Wilhelm, Root and Brown. but fouls were allowed and Root took first prize and Brown second. Time, 1.31.

W. A. Crawford, New Castle, took first prize in the half-mile, hands off, in 1.38 2-5.

W. H. Barber, Rochester, N. Y., next appeared to endeavor to break the one mile unicycle record of 4.10, held by Kaufman, and to say he did it well does not cover the case. He cut it down nine seconds, making the quarters in 55, 1.58, 2.55 and 4.01. As the track is full length, measuring eighteen inches from the pole, this is certainly a very creditable performance.

Only three starters appeared for the five-mile lap race: Brown, Banker and Place, the latter on a heavy wheel. The pace was too hot for him and he dropped out at the end of the first mile, Brown finishing first in 16.48, Banker, 17.05.

The one mile 3.18 class proved to be the best contested of the day. The starters were W. H. Hubbard, Beaver Falls; C. M Clark, Pittsburg; W. A. Crawford, New Castle; W. I. Wilhelm, Reading; C. T. Mecham, Greenville and W. D. Banker, Allegheny. When within ten feet of the tape, Crawford being a half a wheel's length ahead and steadily gaining, Banker unfortunately ran into him, and both went down together, thus giving Wilhelm first place and Clark second.

The one-mile open was won by Brown in 3.16; Root, second.

In the Club championship, W. L. Horner proved best in 1.42; Crawford second.

Brown took first place in the two-mile open; Root, second; 7.06.

THE initial race of a series of three, for the championship of the Brooklyn Bicycle Club, two miles, took place on the Boulevard, leading to Coney Island, 22 May. Three started, and T. B. Hawkins, 1 king the lead from L. W. Slocum a half mile from home, won by a yard; W. Vail, third, by a foot. Time, 6.19 3-4.

A RACE up Ice-House Hill, Pittsburg, Pa., 22 May, was witnessed by over three hundred persons, and was won by W. D. Banker, Pittsburg, in 2.30 (distance, 2,000 ft., all up hill); W. I. Wilhelm, Reading, second, by a yard; C. M. Clarke, Pittsburg, third, by a like distance; F. A. Minnemyer, Pittsburg, fourth.

Yale Bicycle Club.

THE third annual tournament of the Yale Bicycle Club will be held at Hamilton Park, New Haven, Conn., Friday and Saturday, 11 and 12 June.

FRIDAY, 11 JUNE.

One Mile Open Race. — First prize, the "Silverthau Trophy," a magnificent silver trophy presented by Messrs. Silverthau & Sons, the well-known jewellers. Second prize, solid silver hunting-case watch, a beautiful prize, valued at $30. Third prize, handsome silver cup.

One Mile Tandem Race. — Prizes, two handsome medals.

One Mile Handicap Race — First prize, fine silver timer, valued at $20. Second prize, beautiful embossed alarm clock. Third prize, silver cup of handsome design.

Three Mile Record Race. — First prize, splendid French mantel clock with figure, valued at $40. Second prize, a full silver-plated revolver, cost $12. Third prize, engraved silver cup.

Two Mile Race Without Hands. — First prize, silver tilting ice pitcher with goblet, valued at $30. Second prize, silver pocket flask — very handsome.

Exhibition of Fancy and Trick Riding by T. R. Finley.

One Mile Ride and Run Race. — First prize, valuable gold medal Second prize, silver medal.

Twenty Mile Race. — First prize, the famous Pope cup, offered by the Pope Manufacturing Company. Second prize, silver plated revolver.

SATURDAY, 12 JUNE.

One Mile Race for those who have never beaten 3.05. — First prize, gold medal, valued at $25. Second prize, silver medal. Third prize, bronze medal.

Five Mile Record Race. — First prize, expensive stem-winding hunting-case watch, fully guaranteed by makers, cost $15. Second prize, pair of elegant opera glasses, cost $15. Third prize, silver pocket flask.

Half Mile Boys' Race. Contestants must be under 16. — Two medals will be offered.

Two Mile Handicap Race. — First prize, handsome French mantel clock, valued at $35. Second prize, elegant silver timer. Third prize, silver cup.

One Mile Inter-Collegiate Race.—Prizes are beautiful silk pennants with inscriptions in gold.

Exhibition of Fancy and Trick Riding by T. R. Finley.

One Mile Club Race.—First prize, club pin. Second prize, silver cup.

Half Mile Consolation Race.—Two handsome prizes will be offered.

Entries.—Boys' race, fifty cents. To Pope cup races, five dollars, which will be refunded to all riders covering the distance. To other races, one dollar. Entries should be sent to Henry Ivison, 129 Farnam College, New Haven, Conn., by 8 June.

Canadian Wheelmen's Association.

FOURTH annual race meeting to be held on the Shamrock Lacrosse Grounds, Montreal (four-lap cinder track) on Thursday and Saturday, 1 and 3 July, 1886, commencing at 3 P.M (weather permitting). Open to all amateur bicycle and tricycle riders.

PROGRAMME.

(Two prizes in each event).

FIRST DAY.

Bicycle as follows: One mile championship of Canada.
Five miles championship of Canada.
Three miles, roadster machines (forty pounds or over).
Half-mile dash without hands.
Three mile.
One mile (fourth class) open to all amateurs who have never raced before.
One mile tricycle championship of Canada, and
One hundred yards, in heats (best 2 in 3) foot race.
One mile foot race.

SECOND DAY.

Bicycle as follows: Half-mile championship of Canada, in heats (best 2 in 3).
Three mile championship of Canada.
Five mile.
Two mile (second class) open to amateurs who have never won a first prize from scratch except in third or fourth class race.
One mile (third class) open to amateurs who have never won a prize except in a fourth class race.
Three mile tricycle, and 220 yards and half mile races.

Entries close 24 June, 1880, to the Chairman of Race Committee, P. O. Box 1148, Montreal, Quebec, accompanied by a fee of one dollar for each championship event and fifty cents for each of the other events. Fees returnable to actual starters.

Competitors entering for "class" events must submit a written statement over their own signature that they are eligible for the class entered.

Competitors are requested to give the name of their club. Unattached competitors must furnish proper credentials of their standing as amateurs.

The committee reserve the right to make any alteration in the programme they think necessary, and to refuse or strike out entries.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE WORLD

One Dollar

A YEAR.

FOR SALE OR EXCHANGE

FOR SALE.—Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Willimantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POITER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP.—A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS. Chicago, Ill., or, WM. C. DANIELS, Napierville, Ill,

FOR SALE.—One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $115. One 1883 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE.—One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dow.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

AMATEUR PHOTOGRAPHY.

CHANNING R. SELEE - - - 56 Bromfield Street, Boston.

HEADQUARTERS FOR AMATEURS'

CAMERAS, TRIPODS, LENSES, DRY PLATES, CHEMICALS, ETC.

BICYCLE AND TRICYCLE OUTFITS A Specialty.

Please send for our New Catalogue.

WE CARRY IN STOCK EVERYTHING PERTAINING TO

DRY-PLATE PHOTOGRAPHY.

DARK ROOM FREE TO ALL.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our CYCLING GOODS.

HOWARD A. SMITH & CO., SUCCESSORS TO ZACHARIAS & SMITH, Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.



THE

NEW EXCELSIOR CYCLOMETER.

(Patent applied for.)

It registers 1000 miles.
It reads from the saddle.
It is accurate.
It has interchangeable lamp attachment.
It handsome is and handsome does.

PRICE, $10.00.

READY FOR DELIVERY JULY 1.

Manufactured by FRED. JENKINS,

21 Park Row (Rooms 65, 66, 67) - - - NEW YORK.

The "Old Reliable" still further improved.

New York Agent for the new Rapid Bicycle.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES. W. A. RHODES. L. D. MUNGER. E. D. HUNTER. W. H. HUNTLEY. F. P. KENDALL. C. H. POTTER. C. E. PRATT.
M. V. J. WEBBER. P. FURNIVALL. R. CRIPPS. R. CHAMBERS. E. F. LANDY. F. R. COOK. G. M. HENDEE. N. H. VANSICKLEN.
W. F. KNAPP. J. G. HITCHCOCK. L. B. HAMILTON. WM. A. ROWE. L. A. MILLER. GEO. E. WEBER. WM. E. CRIST. H. D. COREY.
N. M. BECKWITH. A. BASSETT. J. S. PRINCE. FRED WOOD. R. HOWELL. W. M. WOODSIDE. R. A. NEILSON. R. H. ENGLISH. E. P. BURNHAM.
W. C. MARVIN. THOS. STEVENS. B. B. AYERS. W. W. STALL. C. A. HAZLETT. H. J. HIGH. C. E. KLUGE. A. B. RICH.
A. H. OVERMAN. A. A. POPE. W. S. ATWELL. A. G. SPALDING. H. B. SMITH. H. W. GASKELL. S. T. CLARK. W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.

$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington Street. Will be on exhibition and sale at the Boston Clubs' Show at the time of the League Meet.



ST. NICHOLAS TOY CO.

MAKERS OF

American Wheels.

THE CENTAUR.

A Strong, Durable, and Handsome Roadster. *Built for Service.* No Weak Points. All Sizes.

The YOUTH'S and JUVENILE APOLLO

The Best Bicycles for Youth and Boys made.

ALSO, MAKERS OF

GIRLS' TRICYCLES (Three Styles), BOYS' VELOCIPEDES, and SUNDRIES.

SEND FOR CATALOGUE OF OUR WHEELS.

ST. NICHOLAS TOY CO.

784 to 794 Madison St., Chicago.

RUDGE SAFETY

COMBINES

SAEFTY, SPEED, COMFORT,



THE RUDGE SAFETY. Stoddard, Lovering & Co. Boston, Mass.

HEALTH, PLEASURE, WEALTH.

203

Miles in 24 Hours.

Note what the Boston "Herald" of Aug. 10, 1885, says in regard to this wonderful performance:

"The machine ridden was a 36-inch Rudge Safety of the improved Kangaroo type, geared to 56 inches. These little machines are used very extensively all over Europe by persons who are afraid to run the risk of riding a bicycle, and where the roads are unfit for a tricycle, and to a great extent they are taking the place of the tricycle, being lighter and easier of propulsion, beside being just as safe and much less expensive."

SEE IT. TRY IT. RIDE IT.

— SOLE U. S. AGENTS. —

SEND FOR CATALOGUE. RELIABLE AGENTS WANTED.

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

COLUMBIA LOCAL RECORDS
OF A WEEK.

L. A. W. RACES, Boston, May 29. 1 Mile L. A. W. Bicycle Championship, A. B. Rich; 1 Mile L. A. W. Tricycle Championship, A. B. Rich

LYNN RACES, May 31. 1 Mile, Open. First Prize, W. A. Rowe. 3 Mile, 9.45 class, First Prize, Chas. E. Whitten. 1 Mile, 3.20 class, First Prize, Chas. E. Whitten. 3 Mile Lap, Second Prize, W. F. Knapp. 5 Mile, Open, First Prize, Geo. M. Hendee. 3 Mile Handicap, First Prize, Chas. E. Whitten; Second Prize, E. P. Burnham. 5 Mile Professional Championship of America. John S. Prince, six first prizes out of a possible eight; two second prizes.

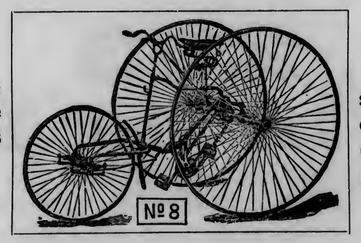
THE POPE MFG. CO., 597 Washington Street, BOSTON.

Branch Houses: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

STANLEY SHOW QUADRANTS FOR 1886

ARE READY

FOR IMMEDIATE DELIVERY.



Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.

Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

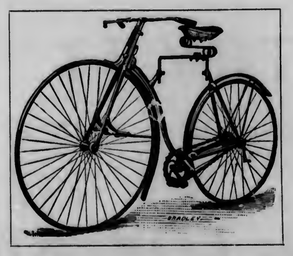
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents.

BICYCLING WORLD COMPANY.

MONTREAL,

Thursday, Friday & Saturday,

JULY 1, 2 and 3.

Canadian Wheelmen's Association

ORGANIZED September, 1882.

Open to all Amateur Bicycle and Tricycle Riders.

Fourth annual race meeting to be held on the Shamrock Lacrosse Grounds, Montreal (4-lap cinder track), on Thursday and Saturday, July 1 and 3, 1886, commencing at 3 P. M. (weather permitting).

Friday, July 2, Ten-Mile Road Race at 4 P.M.

Fancy Trick and Drill Squad Competition at 8 P. M.

* PROGRAMME *

Two Prizes in each event.

FIRST DAY.

BICYCLE.

One Mile, Championship of Canada.
Five Miles, Championship of Canada.
Three Miles, Roadster Machines (40 pounds or over).
Half Mile Dash without Hands.
Three Miles.
One Mile 4th Class, open to all Amateurs who have never raced before.

TRICYCLE.

One Mile, Championship of Canada.

FOOT.

One Hundred Yards in Heats (best 2 in 3).
Quarter Mile.

SECOND DAY.

Ten-Mile Road Race (scratch).
Fancy Riding.
Drill Squad.

THIRD DAY.

BICYCLE.

Half-Mile Championship of Can., in heats (best 2 in 3).
Three-Mile Championship of Canada.
Five Mile.
Two Mile (2d class) open to Amateurs who have never won a first prize from scratch except in 3d or 4th class race.
One Mile (3d class) open to Amateurs who have never won a prize except in a 4th class race.

TRICYCLE.

Three Mile.

FOOT.

Two Hundred and Twenty Yards.
Half Mile.

ENTRIES CLOSE 24th JUNE, 1886,

To J. D. MILLER, Chairman of Race Committee, P. O. Box 1148, Montreal, Que., accompanied by a fee of $1.00 for each championship event, and 50c. for each of the other events, excepting the events on Friday, which are free.

Fees returnable to actual starters. Events (excepting championships) open to all amateurs. Races run under C. W. A. rules, which are the same as those of the L. A. W. Competitors entering for "class" events must submit a written statement over their own signature that they are eligible for the class entered. Competitors are requested to give the name of their Club. Unattached competitors must furnish proper credentials of their standing as amateurs.

The Committee reserve the right to make any alteration in the programme they think necessary, and to refuse or strike out entries.

For pamphlets or further information address

F. G. GNAEDINGER,
Hon. Sec. Managing Com.
Box 1988, Montreal.

Brockton Grand Bicycle Tournament,

UNDER THE AUSPICES OF THE

BROCKTON CITY BICYCLE CLUB,

WED. JUNE 16, 1886.

EVENTS

1. **Half Mile Amateurs.** To riders of Plymouth County. First prize, Hub Lamp, value, $6.00; second prize, Luggage Carrier, value, $2.00.
2. **One Mile.** Professionals Plymouth County. First prize, $15.00; second prize, $10.00
3. **Two Miles, Open to all Amateurs.** First prize, Silver Timer, value, $15.00; second prize, Cyclometer, value, $10.00; third prize, Cigars, value, $5.00.
4. **One Mile, Open to all Amateurs.** 3.20 class. First prize, Gold Medal, value, $15.00; second prize, Silver Medal, value, $10.00.
5. **One Mile Handicap, open to Plymouth County.** First prize, Hand Bag, value, $10.00; second prize, Kirkpatrick Saddle, value, $6.00; third prize, Bicycle Stand, value, $2.00.
6. **One Mile, Open to Boys under 15 years.** First prize, Gold Medal, value, $10.00; second prize, Bell, value, $2.00.
7. **Five Miles, Open to all Amateurs.** First prize, Gold Medal, value, $50.00; second prize, Gold Medal, value, $30.00; third prize, Gold Medal, value, $20.00.
8. **R. A. Nellson will ride against time.**
9. **One Mile, Open to Amateurs.** First prize, Gold Medal, value, $25.00; second prize, Gold Medal, value, $15.00; third prize, Gold Medal, value, $10.00.
10. **One Mile, Tricycle Race, Open to Plymouth County.** Amateurs. First prize, Gold Medal, value, $30.00; second prize, Gold Medal, value, $20.00.
11. **One Mile Consolation Race, Open to all Amateurs.** First prize, Hub Lamp, value, $6.00; second prize, Cyclometer, value, $5.00; third prize, Bicycle World, one year, value, $2.00; fourth prize, Bell, value, $2.00.

These races are to be held under the L. A. W. Rules. Entrance fee to each event, $1.00. except the boys' race, which is free. Entries made with D. C. Pierce, 62 Main Street, Brockton, close June 12, at 12 P. M. You are earnestly invited to join in both races and parade.

4th Annual Race Meeting

KINGS COUNTY WHEELMEN,

AT

BROOKLYN ATHLETIC GROUNDS,

Saturday, June 19,

AT 3 P. M.

HANDSOME AND VALUABLE MEDALS.

EVENTS.

1 Mile Novice, open to all Amateurs.
1 " " Club.
1 " Scratch, open to all Amateurs.
2 " Handicap, " " "
3 " " " " "
5 " Scratch " " "

Entrance fees to all open events, 50 cents, and close with Chas. Schwalbach, 124 Penn Street, Brooklyn, June 12.

ILLUMINATING

AND

LUBRICATING OIL.

The Best in the Market. Satisfaction Guaranteed.

MADE BY

W. K. MENNS - - - EVERETT, MASS.

For Sale by the Principal Dealers.



YES!

YES!



YES!

YES!



This is all Solidly True. See it at the Boston Bicycle Show. Get Price List and Read about it. Mention this Paper, and Write to

J. WILCOX - - 33 Murray St. - - NEW YORK.

AGENTS WANTED.

ASTONISHING!

Bargains in all kinds of

New and Second-Hand Cycles.

Send Stamp for full particulars to

E. H. CORSON, Rochester, N. H.

The **CORSON STAR SADDLE**, the only perfect Saddle made for the Star. Price, $3.50. Warranted to give perfect satisfaction.

"THE STAR RIDER'S MANUAL," 126 pages, 75 cents. No Star rider should be without it.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston, No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a pecialty.





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

TRICYCLES ON INSTALMENTS.

Compressed Tires,

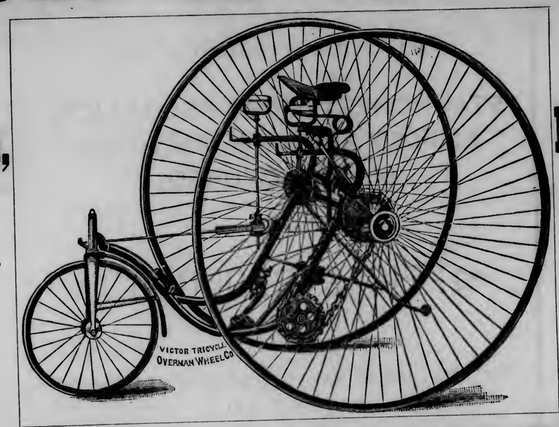
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

VICTOR TRICYCLES.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

CAN BE BOUGHT on these Terms: $50 Cash, and $75 to be paid $10 per Month.

We will sell only a few on these terms, to reduce Stock. Good references will be required.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



Bicycles, Tricycles and Sociables at Second-Hand Prices.

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

PRICES REDUCED!

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. —— BRANCH HOUSES —— 115 Wabash Avenue, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 11 JUNE, 1886. | Volume XIII. Number 6.

Williamsport, Pa., June 3, 1886.

Overman Wheel Co.

Gentlemen:—

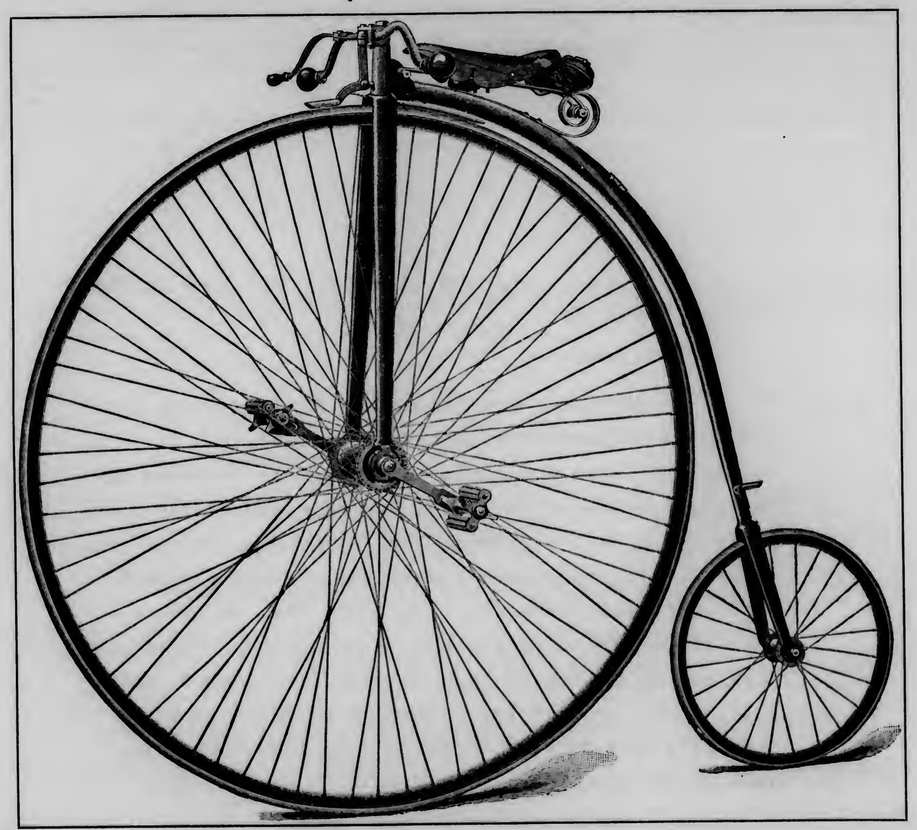
My wheel arrived on May 25, and since that time have covered over two hundred miles with it. To say that I am pleased with it will not express my feelings on the subject. On Saturday and Sunday last, I had it on the roads with the "Light Roadster." You do not claim enough for the VICTOR. It simply walks right away with them all. The trip that we took was over 110 miles in length, and I tell you it broke the boys all up trying to keep up, and I was — well, never felt better. Could leave them on either side of the hills, and we have a few of them here, too; they have no business with the "Victor."

Yours truly,

J. E. Colket.

THE NEW RAPID

With True Tangent Wheel.

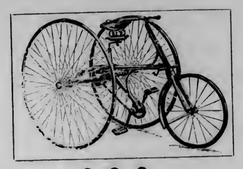


THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

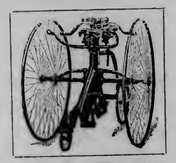
SEND FOR CATALOG.

S. T. CLARK & CO. - - - - Baltimore, Md.

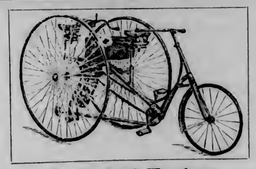
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s. Also winning the Six-days' Race from the Champion SCHOCK, making 1,042 Miles in 72 Hours. These records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

509 TREMONT STREET,
BOSTON, June 1, 1886.

To Cyclers who participated in the recent Meet:

Gentlemen,—Owing to the immense variety of duties, incidental to the recent Meet, imposed on ourselves and assistants the past week, we find that many things were neglected which, in ordinary course of things, would have been more carefully attended to.

If any of our visitors were not properly cared for and attended to, we sincerely beg of them to pardon us, and allow us to repair as well as possible by correspondence, such mistakes as may have occurred.

From our correspondents also we ask consideration, we having been deprived of all opportunity to attend to them for some days.

Yours, W. W. STALL.

WHEELMEN
WHO RODE
VICTORS
In the L. A. W. Parade at Boston, May 29, are respectfully requested to send their names to the

OVERMAN WHEEL CO., 182 Columbus Avenue.

The daily press announce a count of machines which the O. W. Co. wish to verify, as far as their wheels are concerned.

PHOTOGRAPHS OF THE CYCLERIES
Can be had by applying to the "BICYCLING WORLD."

179 TREMONT STREET - - - - - BOSTON.

Price, $2.00. Size, 9 x 14.

THE Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 11 JUNE, 1886.

VOLUME No. XII. BICYCLING WORLD is now ready in the bound form.

SUBSCRIBERS can also be furnished with the Index to Vol. XII. of BICYCLING WORLD.

ECK'S suggestion, at Lynn, after the Prince-Neilson race, that a time limit be put on races or "no prize," is a good one, and we hope to see some rule made and enforced that will insure good racing and not loafing matches.

ENTERPRISE is a great thing, and when a certain editor shows it by cutting the account of meetings bodily from the Boston *Globe*, and reproducing same, *errors* and *all*, we are lost in admiration.

MR. DUCKER issues a "manifesto" to American wheelmen, which will be found on another page. We think it a trifle too grandiose in style to be effective, but Mr. Ducker means well.

SOME years ago Shipton and Sturmey resigned from the League because it was not strict enough on the amateur question. Now that the League is stiff and the N. C. U. weak, we wonder what they think?

THE School street chanticleer croweth loud and long because the Racing Board has been sustained by the members of the L. A. W. at the general meeting. The "S. St. C." predicteth the speedy downfall of the A. C. U. and the utter confusion of the projectors thereof.

WE would suggest that the members could not do other than sustain the board in enforcing the rules of the organization of which they are a part. As to the speedy downfall and utter confusion theory, we don't know. The L. A. W. has a mission in following the letter of the original constitution. The A. C. U. may find its usefulness in looking after the racing men. The two organizations should not be rivals, but co-workers in a field amply large for both.

CHAIRMAN BASSETT and Chairman Ducker squaring off at each other. Bassett claims first blood, but Ducker says the body blows he has just placed knocks the wind out of his adversary.

THE English papers seem to ignore the American records in reporting the races at Alexandra Park. With one exception, the records made there do not touch the time made at Springfield last year. That exception is H. C. Sharp, who took the World quarter mile tricycle record in 41⅛.

IT is hinted, so the *Herald* says, that Rowe is willing to meet Prince or Neilson on the path. From Rowe's repeated assertions that he would not become a pro, we doubt the correctness of this rumor. As such a contest would be well worth seeing, we would suggest that the A. C. U. grant its sanction for a meeting. For a precedent we would cite the race between Keen and Cortis, allowed by the N. C. U. Rowe has lost his status in the League, but it would be a pity for him to be thrown out of the A. C. U.

THE American Division of the C. T. C., by the mouth of its Chief Consul, speaks with no certain sound on the amateur question, as will be seen by reference to the club notices in the usual column of this paper. The warning there issued may cost it a slight loss of membership, for Springfield has been quite a strong C. T. C. centre hitherto, but it is gratifying to note, after so much has been alleged as to the relations of the two clubs, how the great international one comes promptly forward directly the occasion requires it, and officially typifies the *entiente cordiale*, which we hope will always obtain between it and its sister national organization. Nothing, however, in the warning which the Chief Consul has issued forbids any changes in the amateur rule, which the future may prove to be expedient. We are not aware that any are contemplated, but in cycling matters it may be said, "*Vox populi, Vox C. T. C., L. A. W., and N. C. U.*" And we do not anticipate any immediate addition of other initials.

THE A. C. U. has sent out into the world its proposed constitution and by-laws, which we reproduce at length on other pages. Let us briefly pick out the salient points: Object: racing, membership, clubs, and unattached. Dues, $5; individuals, twenty-five cents per annum. Annual meeting in May; place designated by president. Silly rule against bare shoulders and knees. New amateur rule.

This new organization is simply providing for those men the League will not regard as amateurs, and who will not be professionals in name and fact. This is in accordance with the expressed opinion of the chairman of the Racing Board. We do not believe the League could establish a third class. But the success of the A. C. U. will depend very largely upon the expulsions and suspensions made by the League. We are not in favor of allowing any one to run rampant on rules, but there is getting to be a good deal that is autocratic and high-handed in the action of the Racing Board.

WHAT'S the matter with the New York Club? asks its many friends. We do not doubt it is all right, but we could only find one member at the Meet. Come, ye men of gray apparel, ye must not desert the organization you are largely responsible for.

OUR readers will be pleased to notice "Willy" has recovered so far as to be able to announce the fact to his "dere frend jonny." We don't know what these boys are up to, but we shall keep a sharp look out and see if Jonny replies, and if he does, and we can intercept, we will publish.

Mud-Guards: A Practical Hint.

WRITING on the subject of mud-guard-for back wheels, Mr. G. F. C. Searle, of Cambridge, sends us a sketch of some simple mud-guards fitted by him to a bicycle some 18 months since, and which have proved successful. They consist of two small "saucers"—resembling the halves of one of the Harrison's double alarums—made of sheet iron, with a hole in the centre through which the ends of the back-wheel pin passes, and they are thus fixed between the bearing sleeve and the fork, the concavity being, of course, turned to the centre of the wheel. The ones Mr. Searle has fitted are 3½in. in diameter, and they entirely prevent the water and grit which, when riding in the wet, splashes up on the backbone, and then down the back forks, from getting into the bearings. Mr. Searle says they have proved perfectly successful, they are very light, and not unsightly. This is a good suggestion. Who will be the first to place the idea commercially on the market?—*Exchange*.

Foreign Flashes.

THE American papers seem to hold peculiar ideas on the subject of the entrance among the professional ranks of their maker's amateurs, and give the professional riders credit for more disinterestedness and enthusiasm for sport for sport's sake than most people would believe possible. They seem to think that the gushing professionals will welcome the large additions of first-class riders to swell their ranks, raise their records and scoop their prizes. The man who will give the average professional athlete credit for such sentiments should never be let out alone with anything valuable in his pockets.—*Bi. News*.

THE Wheeling Tournament to celebrate the opening of the new bicycle track at Albert Palace was brought to a successful ending 15 May. The bad weather and the high wind prevented fast time being made. The "old horse" Jack Keen entered the one mile professional race, but he had no chance against F. Wood, who won the race in the fearfully slow time of 3.26¼. This shows that Keen is not the man he was, or 3.26 would not have won the race.

IT was in the Angel parlor. He wore a suit of rusty black, and his general aspect was decidedly seedy. He had sat and heard us telling of hairbreadth escapes, terrific croppers, smashed machines, etc., without a word. At last he apparently thought his turn had come, for he hitched nearer, and "this is what he said": "You fellers thinks as 'ow you 'av seen some wonderful accidents, but I can tell yer ov one as clean tops 'em. It 'appened seven year ago to a brother ov mine. He wor a great bicyclist, and rode a 54 in. machine with spokes ⅜ ov an inch thick- He wor a comin' down a steep hill one day just like a streak of lightnin', for he 'ad let the 'machine run away with 'im, when smash went the rim. Before my poor brother 'ad reached the bottom ov the 'ill the spokes 'ad sawn 'im clean in 'alves just as if he had been operated on with a circular saw. I am collecting subscriptions with a view to gettin' a marble tombstone erected over 'is remains, and if any of you gents would like to"—We rose, and as we pensively gazed at the fossillized old liar before us, we realized that some of the present generation could let that old scorcher, Ananias, start from the 150 yards mark and beat him at his own game every time. — *Wheeling*.

Apropos to the tricycle, time was when that machine was generally accepted as the mount for quiet road-riding and as no fit competitor for the two-wheeled steed, but if we may judge from observations made on the Ripley road principally, the tricycle is the darling of the fast-pedalling brigade nowadays. The harmless meditative bicyclist "pottering" his way along the Fair Mile with no thought of rivalry between himself and his fellow men is suddenly aware of a rattle of steel behind him, the clang of an alarum, and a tricyclist shoots up alongside him, and passes with a half doubtful expression in the sidelong glance of his eye. And then that bicyclist, if he a philosopher, continues to chew the cud of meditation: or, if he be of ordinary flesh and blood, downs his head and "goes for" that tricyclist, whom we can even now see whirling down the Tartar Hill and spinning into Cobham with a total disregard of the *comme il faut* which would dictate sobriety of pace to the tricyclist. — *Wheeling*.

SPEAKING of the resignation of H. H. Griffin from the Executive of the N. C. U. in consequence of the suspend, *Wheeling* says: — "We have every sympathy with Mr. Griffin, whose devotion to the cause is akin to that of the martyr, but the times are out of joint for him, and it will probably be found that the L. A. W. will be heartily thankful to quote the N. C. U. action as a precedent to get them out of their difficulties." This has proved a very bad guess.

Intercepted Letters.

WURLD OFFIS.

DERE JONNY,—i jest gut out of the hospittal wher i hav ben a tearing ov mi hare ever since that feller blue one of those diabolikal squakers cos mister 4drinier wuddent boom him mi hed is orl tied up with ropes to keep it from bustin but I had to get out so as to rite up the leege meat. say did yer se the mikadoo pergoda wot we had at the cikleries and ther pritti madins gettin fellers to take the papur. yer ort to hav ben up ther it was the boss fun & wen the girls sed the wurld had ben redoosed to 1 dollar the fellers sed rats and chesnuts. wot waz the mattur with yer boss he diddent stai long after he found wot we waz doin i gess it sorter made him sit up. mister lundun sez he 's goin to put me inter races as a amertur coz he sez I kan win now that ther aint no fast men a runnin he sez he wants get back wot the meat cost him the editurs is orl tore out and don't do enny thing but lie down in the korner and sleep. if they dont brace up i will tendur mi rezignashun i'm sik ov runnin the papur o mi hed willy.

Notes from Reading.

CYCLING at last is beginning to take a firm hold in this section. Now that some *men* ride wheels, the Berks Co., Dutchmen don't swear at us so often. It has finally penetrated their thick heads, that a wheel is for *use* as well as sport.

THERE is one man in town who is nearly in the same way as "Ye Solitary Club" as regards happiness. He owns the new model Victor and says there is none such. We agree.

WE regret the loss from our ranks of Mr. J. L. Repplier, one of our Facile riders, on the score of ill health. The "Solitary Club" again had its eye open and secured a bargain.

W. T. WILHELM, and his new Star racer must certainly clean out the Pottstown man, Mr. H. J. High. At least that is the R. B. C's opinion. About twenty-five of us are going to help him to do it, if possible.

THERE was something wrong about a certain saddle, new kind, down the pike last Sunday. Funny thing that; it took four to get it straight on the backbone.

"CYCLE" is on the rampage just now. It would be a kind act if some one were to kill him. Several of the Reading Wheelmen are quaking in their shoes waiting for the next month's "*Gazette*." Never mind, we will serenade him with "Screamers." Then he will be sorry.
READING, PA., May 20, '86.

OWL.

WE have in stock Atkins's latest edition of the Boston road-book. Every local wheelman should have one.

Random Dashes.

OUR friends across the pond, stirred up by the success of the Springfield Meets, and fired with a desire to try their hands at a big tourney, have been giving London three days of racing with a dash of the International. I use dash advisedly because only Holland sent men to meet the doughty Britishers. It is a pity America could not have had the stars and stripes on the Alexandra Park. I had hoped some way might have been found to send over Rowe or Hendee, but the action of the Racing Board knocked them out. The meeting was a great success, and some of the records were cut down, as will be seen by reference to our racing news.

THERE is literally no news whatever. Every cycler one meets now has a tired look about the eyes that betokens sleepless nights; and nothing but the League Meet is talked of. I have marvelled much at the weakness shown by the friends of the racing men. If the clubs that have gone into the new association had attended the business meeting, they could have carried the day. But it is too late now, and the A. C. U. must fight it out with the L. A. W.

THIS fight is likely to prove a stubborn one, as the stiffer the League gets and the more expulsions it makes, the stronger will be the new comer. Meetings run under League rules will be a splendid chance for a few of the speedy ones whose heads have not yet come under Bassett's axe. Take our friend Gaskell. How he would romp away from those that are left free to race as amateurs.

WHAT mosts interests me is the action the suspends will take. Will they remain quiet during their term of ostracism from the path, and sit on the fence idle, or will they go over to the enemy, yielding up the League for the fun of racing and the chance of gathering in the fruits of successful competition?

I HAVE just been reading the School street chanticleer, and I have come to the conclusion that it must have changed its printer from Mudge to the *Globe* office. At all events its report of the Meet is very familiar to me, and must be to all who read the issues of the *Globe* during the Meet. Scissors and paste pot are very excellent things, but most editors find a pen and bottle of ink of some little use, even if only to correct the mistakes in its stolen matter. The chanticleer seems to find the two latter articles entirely unnecessary. The WORLD'S report of the Meet was written by its own staff. I fancy our readers were better pleased with our articles on the Meet than with that of the weakly crowing bantam roosting upon its uncertain perch in the street ycleped School. Like all chanticleers, it crows at an untimely hour.

I WAS told, a few days ago, in the *strictest* confidence, that Mr. Aaron intends to resign as secretary-editor. I would not divulge this if I had not since heard the same report from other quarters' and found that it is now public property. I do not suppose Mr. Aaron cares a rap about what I would do if I were in his place, but to resign now would, in my opinion, be regarded as a confession of the charges made against him.

LONDON W.

Chicago.

BURLEY AYERS arrived home from the L. A. W. meet last Tuesday, and has a good deal to say in the way of the mysterious regarding the time he and many more of the jolly ones had at the Boston Club on Saturday evening. He remarked that Ducker seemed to enjoy himself as well as our worthy friend N. M. Beckwith. Such affairs go to make life endurable no doubt.

* * *

THE clubs are moderately active of late. The Chicago Club had no regular Decoration Day run as the membership could not settle upon what day was the proper one, part of the city holding it was Saturday and part that it was Monday. An informal run was gotten together on the West Side. This club turned out well at their run south to the Boulevard hotel last Saturday night. The regular meeting will be held Tuesday evening 8 June; nothing of importance is up for discussion. The Dearborn Avenue Club seems to be doing nothing at present, one of their members however, told me not long ago, that they would be heard from in the near future. The Owls are doing a good deal of riding individually and in groups.

* * *

THE St. Nicholas Toy Company will soon be in the market as a direct competitor of the Western Toy Company in a line of low grade machines, and after 1 July, when the Pope Patents expire on this grade of machine they expect to make a strong effort to obtain their share of patronage. A visit among our local dealers develops the fact that business is still in a rushing condition. The John Wilkinson Company report a large sale of American Champions, A. G. Spalding & Bros. say their Premier is going as fast as they can get them and they also sell a large number of Gormully & Jeffreys machines. Billy Durell wears a tired look from overwork in filling orders for the Columbia.

* * *

THE Cheltenham Beach Company entertained about a hundred and twenty-five members of the local press, and Mayor Harrison last Friday, taking them out to the beach and giving plenty in the way of salad, lunch, and liquid nourishment. Coming home the crowd became pretty jolly, and speeches were made by the Mayor and others. The four-lap bicycle track will be made of two-inch plank, planed and nicely fitted and as the ground is naturally very level the track will be fast at a small expense. There will also be a half-mile running track and a two-hundred and twenty yard sprinting track. The Exposition is fast assuming a finished look and the whole affair will be ready for the opening on 3 July.

* * *

THERE is some talk among the dealers of joining hands and renting the Casino rink, on the South Side to be used as a bicycle school. There is not a decent school in Chicago, and should this scheme be carried out we would make a good many more riders than we do now.

PHILO.

Manhattan Meanderings.

WE are back again from the Hub, which is not very strange by the way, and those who made the pilgrimage now do all their heavy work in the club rocker, spinning yarns of Boston and the Bostonese. We have gazed upon your Back Bay culture, and still live. On the festive bean have we fed, and made a sortie on your brown bread, and we have found the edibles which have made you famous, all our fancy painted them. We met many men who had in the past been but names to us, and on the whole, the originals did not dispel the favorable fictions we had woven about them. But all this is over now, and he who has meandered in the classic precincts of Commonwealth avenue, must again content himself with what Gotham has to offer.

THE League Meet, at least that part of it devoted to the reinstatement of the M. A.'s, was a mere fizzle, fiasco, abortion. I was somewhat surprised to hear my chief cousul speak for his whole State as decidedly against the reinstatement of the M. A.'s. I felt that I was included in that aggregate, but in the presence of the big whigs and knowalls — who know nothing, *entre nous*— I kept me silent.

THE Ixion B. C. held its annual fifty miles' club road race on 31 May in the Oranges. The course started on the Valley Road beyond Orange, and after traversing various roads finished at Montclair. The starters were W. Londerback, L. L. Squire, P. M. Harris, Francis Thayer and J. Shaw. Shaw led till within five miles from home when Harris and Thayer, who had ridden together thus far, passed him by, Harris winning in 4h. 15m.; Thayer next, in, 4h. 16m.; Shaw close up; Londerback fell on first lap; course, 2¾ times to the entire distance. Squire stopped on first lap on account of cramps. Harris had ridden in the boat all the previous night, having just come from the League Meet.

A NUMBER of Gothamites attended the opening of the Staten Island Athletic Club grounds at New Brighton, last Saturday afternoon. A mile bicycle race, best two and three heats, was won in two straight heats by A. B. Rich; E. W. Valentine, second; C. W. Parker, third. Time, about 3.40. Parker was entirely out of company. He is always our limit-man, and why he keeps on racing, for he never wins anything, earthly intellect cannot fathom. Take a pointer, Parker, and retire. You are no racing man, and never can be. The three miles handicap was won by F. Ray, of the Ixions, riding from the seventy-five yard-mark, in 10.45. A. B. Rich started four scratches, but Ray beat him more than his handicap, and that easily. Ray is a mere novice, so much so, that his club-mates have to enter him, and pilot him and his machine to the track. He is something of a fancy rider. He has a small kitchen at his home and I am told he whirls around it at racing pace, to the amazement of the family cat, who looks awry at these impish doings. He rides so fast, that he is constantly running into men, while racing, saving himself from falling, by a select variety of contortions. He goes to a western ranche shortly, but will return. Any firm wanting a fast M. A. should keep their business optic on him.

THE Ixions and the Harlem Wheelmen are talking inter-club road racing. It is a terrible disease, and we need a bicycling sort of Pasteur around this dug-out.

THE great, only, and one Alphabetical Association road race is on the cards for next Saturday, at 4 P. M.

THE K. C. W. *vs.* E. W. road race, has been postponed till 3 July.

TITNAM.

Philadelphia.

I HAVE not a word to say about Boston. Every one has been praising the good roads, the good time, and the good fellows, but I say nothing. All the same, it was a mighty good time we had, in spite of the "culchah," and lack of it — the latter by the hoodlums. We have been doing a little something in the way of jollifications this way also. A party of thirteen Germantowners, who should have been loyally in the parade at Boston, preferring instead a trip through the sands and wildernesses of Jersey. A glorious combination of headers, pillow fights, bad roads, worse mosquitos, and no accidents was the result, and it will be a long time before the trip will be forgotten, or the marks of the insects eradicated. Moses was along, and created a great deal of amusement and wonder among the boys, by refusing to allow any one to brush or drive the little pests away from him when they were feasting on his tender hide; the method in his madness seems to have been that he agrees with the theory that mosquitos poison only when interrupted in their meals, — a theory which Mose is not now so positive was correct. Racing interests are picking up a little in this vicinity; we have had no less than four meetings within the last month in which cycle racing was prominent. At Merchantville, Joe Powell scooped them in of course; at Wilmington, Keen was successful; at Chester, Hill had something of a snap; and on Saturday last at the games of the Schuylhill Navy Athletic Club there were two good races. The track was very fine, four laps to the mile, carefully prepared, and the bicycle races run early in the day, so that fast time was a foregone conclusion. In the mile race the starters were Louis A Hill, Samuel H. Crawford, and M. J. Bailey, the two first named of the Pennsylvania Club, and the latter a Germantowner. Crawford started out with the lead, with Bailey second, and a rather slow crawl around the track was the order of events until the bell rang, when Crawford began to scamper for home; Bailey, with quick wit, made a strong and apparently all-out effort to get past on the back stretch, but took back place on the curve, Crawford then naturally supposing him beaten; on the home stretch, however, a sudden spurt carried Bailey up even, and down they came neck and neck for the whole hundred yards, the Germantown man getting the verdict by a bare three inches. Time, 3.09, with the last quarter in forty seconds. The two-mile was a procession, C. B. Keen, University of Pennsylvania, Crawford, and Bailey being the only starters. Keen took the lead at once, and held it throughout, increasing it to over two hundred yards before the end of the race. He showed beautiful form, riding the first mile with no apparent effort in 2.57, and slowing up for the last mile finished easily and fresh in 6 01¾. He will start for Europe in about three weeks, and does not in the mean time propose to race again. I think that with a little more experience he would make it very warm for any of the old fliers at Springfield. He rides a 56-inch Rudge Racer.

DON CÆSAR.

Wheel World reproduces our article "Ye Editors take a Spin," and asks us what a screamer is? Did the editor of *Wheel World* ever hear a steam whistle, a donkey bray, a squeaking door, a woman yell while having a molar extracted, a fog horn, a dying pig raise its voice, an American politician deliver a Fourth of July speech? If he has, and can imagine the combination, he will get some idea of the sweet tones of the screamer. Had *Wheel World* asked us to describe a "squawker" we should have given up, as it is indescribable. Nothing on this earth can be compared to the horrible sound that can be made on this instrument of torture when blown by a party with a pair of strong anti-consumptive lungs.

We are told

THAT the Screamer trade is falling off.

* * *

THAT the New American tricycle, the Yankee ditto, and the Cyclone, three wheels, will all be made in this country and placed on the market soon.

* * *

THAT the day is not far distant when the makers will exceed in number the importers.

* * *

THAT a plaintive wail was heard in School street when the WORLD was brought down to a dollar.

* * *

THAT the Springfield Club came nearly withdrawing from the L. A. W. in a body lately, but wiser and more moderate counsel prevailed.

* * *

THAT the more chairman Bassett "suspends" and "expels," the better the organizers of the A. C. U. like it.

* * *

THAT G. S. Low is looked on as a sure card for the one mile championship at Montreal next month.

* * *

THAT when the "white dove of peace" flew into the room at St. Louis during the late meeting of the L. A. W. Division, the poor bird had all his feathers pulled.

* * *

"TOM OF GARVEY'S," the cycling instructor and trainer, is now at Bidwell's, New York.

* * *

THAT another way has been found to make Bassett sit up, and that is to say "one dollar a year."

* * *

THAT A. J. Wilson (Faed) is going great guns in the tricycle races in England, and that his chances for the amateur championship of England are looked on as good. He lately beat the starting-quarter tricycle record.

* * *

THAT a New Jersey young lady is in the habit of putting on her brother's bicycle uniform, mounting his bicycle, and taking a spin over the back roads in the vicinity.

* * *

THAT since this item came out in the N. J. papers the back roads of N. J. have been crowded with cyclists of the male persuasion.

* * *

THAT no cyclist ever became president of a base-ball club, or a member of the city council, or had a band at his funeral. They all know that when they take up the wheel they renounce all the pleasures and honors of life. This fact makes them sad. It is a bond of sympathy between them.

THAT Cincinnati girls cannot look at the pedal extremities without a blush. We know of some cyclists in Boston who would not excite a blush unless the girl had a very strong magnifying glass.

* * *

THAT the BICYCLING WORLD had the most *attractive* exhibit at the Cycleries.

* * *

THAT Stephen Terry bought from the Weston Supply Co. the only sociable on exhibition.

* * *

THAT every one wanted to know which of the three little maids in the WORLD'S booth was Daisie.

* * *

THAT the Vendome kindly donated the use of the rooms necessary for committee's use during the Meet.

* * *

THAT a British Challenge bicycle was stolen from No. 396 Beacon street durthe Meet.

* * *

THAT there were four sociables, eight tandems and twenty-seven singles in the ladies' run.

* * *

That most of the wheelmen who attended the informal entertainment at the Boston Club house Saturday night had every reason the next morning to remember the Club's hospitality.

* * *

THAT sixteen races will be run at the Yale College tournament, 11 and 12 June, including a five-mile record, three-mile record (10-minute class), one-mile open, two-mile handicap, one-mile tandem, two miles without hands, one-mile tricycle, one-mile ride and run, etc.

* * *

THAT Mrs. H. J. Hall of Brooklyn, who was here during the Meet, is one of the best lady tricyclists in the country.

* * *

THAT the chandeliers in the corridors of the Vendome presented a pretty sight decorated as they were by the colors of the visiting wheelmen.

* * *

THAT Mr. Ducker wants to put the question of the amateur and Rule H before the members of the L. A. W. by mail vote.

* * *

THAT the veteran, Pitman, came on to Boston to go to the parade, and then skipped back to Gotham.

* * *

THAT Knapp and Kluge are slowly recovering from the effects of the smashup they participated in at Lynn.

* * *

THAT some of our local lady riders have been showing the way round the Reservoir to a couple of "recently-fledged tricyclists of the genus dude."

THAT the Ixions, of New York, will hold a club road race at Yonkers and return.

* * *

THAT Herring still insists that he has done a mile on the Buffalo Home Trainer in 53½ seconds.

* * *

THAT Mr. Bull examined the Buffalo home trainer at Ixion club house, and pronounced it "O K."

* * *

THAT the Newton Club are not one of the organizing clubs of the A. C. U., as was stated to a representative of the WORLD.

* * *

OFFICIALLY, that "Boston club Latin" is *good* Latin, and not such sad stuff as was printed in the World of last week. Said "Latin for 'scorchers'" is *homines bicyclicissimi*, this item proves that "two bites to a cherry" are necessary sometimes.

* * *

THAT Secretary Aaron is now almost fully recovered and will soon resume his duties.

* * *

THAT the banquet at the Vendome was not as good a feed as should have been.

* * *

THAT Fred Jenkins has been doing some reporting for the New York *Herald* during the Meet.

* * *

THAT Harry Higham has just lost his wife, who died from the effects of a burn.

* * *

THAT the annual meet of New Hampshire division L. A. W., will take place 5 July.

* * *

THAT Lynn will have another race meeting 17 June.

* * *

THAT the *Globe* says: "The BICYCLING WORLD, bound to be the 'people's' cycle journal, has come down in its subscription price to $1 a year."

* * *

THAT the races at Springfield, 5 July, will be run under the new A. C. U. rules.

* * *

THAT "*cut and no credit*" is the motto of a certain enterprising editor.

* * *

THAT enterprise coupled with a good large pair of shears and slathers of paste made a great paper "at the top."

* * *

THAT a decision is expected very soon in the Overman-Pope Bown bearing suit, the case having been argued.

* * *

THAT Potter and Boggis have got to fight for that $800.

That Capt. Hayes took between thirty and forty men over to the "Beeries" on Thursday night, that is to say, nearly every man in the club went. "Rah!" for Cambridge.

* * *

THAT Locke's Hill, Watertown had been visited by a good many wheelman lately and they all concur that it is a corker.

* * *

THAT Hamilton, of Yale, will, after all the talk to the contrary, represent his college in all the intercollegiate races.

* * *

THAT a party of the Bethlehem, Pa., wheel club went home on their wheels.

* * *

THAT considerable kicking has and will be done because of the outrageous delay in getting out the "Official Programme."

* * *

THAT the "Cits," of New York were the recipients of hospitality at the house of Col. Pope, on Commonwealth Avenue, Thursday evening the 27th.

* * *

THAT Ducker is sending telegrams all over the country, congratulating himself and the world at large at the splendid outlook for the A. C. U.

Things We Should Like to Know.

IF the rumor that a prominent League official is about to resign is well founded?

WHY Bassett wants to be secretary-editor, if his paper is such a success?

WHY the Pope cup was withdrawn from the Lynn races?

IF Potter and Boggis expect to get a verdict against the Lynn Track Association?

IF every suspension and expulsion by the Racing Board will not strengthen the A. C. U.?

IF the racing men will jockey and loaf the whole season?

IF the makers' won't kick at paying bills for men who take 3.18 to do the mile in?

WHAT wheelmen think of a cycling paper that takes matter from the daily papers and don't credit?

IF Hendee and Rowe intend to race together at all this year, or will they alternate?

WE hear the refusal to permit Stevens to continue his journey through Afghanistan is final, and he is thereby absolutely unable to complete his journey around the world. He is now on his way back to Constantinople. This is authentic. For Mr. Stevens's sake we are glad. Certain it is the chances of his getting through to Pekin alive would be about one in ten.

CURRENTE CALAMO

Now we may expect to have a contest between the L. A. W. and the A. C. U. for the control of racing matters.

If the men that are the leaders of the A. C. U. had shown any enterprise in getting their friends at the general meeting, they could have easily had a majority as the attendance was very slim.

Dr. Kendall's run to the seashore was small in number, but those who did turn out were well repaid. The hour of starting seemed to have had something to do with the few that went, but the sluggard missed a good thing.

It will be "Chairman Bassett" for another year. Pressure was brought to bear, making it apparent to the present incumbent that to retire now was to desert the L. A. W. in the midst of a hot fight.

The informal reception and entertainment at the Boston Club Saturday, 29 May, was attended by a large number of wheelmen. The capacity of the clubhouse was tested to the utmost. In fact the Boston and the Massachusetts Clubhouses were filled by visiting wheelmen to overflowing every evening.

"You may live till the yellow dog fades from history," said a well-known visiting wheelman, "but you will never see the time when those abominations the 'screamer' and the squawker will get a hold on the cyclists' fancy." Thank heavens said we.

The way they go for the unfortunate "unattached" in St. Louis is a caution.

The *Critic* says,—"An unattached wheelman is always looked upon with distrust, and justly so, for there is usually some important screw loose in the organization of men who prefer to mope around alone to being in an organization of recognized standing."

Next to the "Cycleries," the Vendome seemed to be the headquarters of every thing cycling. The news-stand had to make more than one call on the News Company for Bicycling Worlds as the demand was so brisk.

The "Cits" of New York were the special guests of the Massachusetts Club during the meet. The New Yorkers are enthusiastic over the treatment they experienced, at the hands of this Club.

The prettiest and apparently the most attractive exhibit in the hall is that of the Bicycling World, which occupies a space in the centre of the floor. It is a gayly decorated pagoda of the Mikado order, with Japanese lanterns hanging all around the top framework, while from the inside peep forth three little maids.—*Boston Globe.*

It is told that during the rain on Thursday a couple of slim New Yorkers made a wager that they could ride to the Milldam and back between the drops, and when they got back they were perfectly dry, though it was raining hard.

A man without any hat, with his hair like a briar patch, his clothes twisted wrong end foremost, and bearing other marks of some great upheaval of nature, rushed out of a house and into the arms of a policeman. "Hello!" exclaimed that worthy, "what's the matter?" "Oh, nothing much," replied the man, "only wifey's been on a strike, 'cause she says I've been fooling too much round the Bi World booth at the Cycleries, that's all."

Hal Greenwood, of St. Louis, now claims to be the champion hill climber of America, if not of the world. Lately, in the presence of a large party, he climbed Son-of-a-Gun hill six times without a dismount. The only watch held on him showed that the time he consumed was only nineteen minutes. This hill is the steep rough one to the left of Manchester going out of St. Louis, and last year was deemed such an unclimable ascent that the Rambler's Club offered a medal to any one climbing it during the season.

Kaufman has been interviewed by the Birmingham *Mail* in real Yankee style. In the interview he speaks of his mile record of 4.10 on one wheel, made at Springfield last year. Hereafter he cannot claim this, as W. H. Bowker, of Rochester, has just done the same distance on one wheel in 4.01.

The *Sporting Journal* has a cut of a bicyclist which it labels "John S. Prince." It is lucky the *Journal* put the name to it, otherwise, no one would know it. In last issue we gave a portrait of Prince, which is pronounced by those who have seen it the best likeness of Jack ever published.

Springfield, Mass., has a horseback riding club who intend to emulate the idea of the Big Four tourists, and do the country on horseback.

Wm. Harridon of Springfield, who has figured so successfully as a hill-climber, takes to the racing path, and started in several events at East Hartford last Saturday.

During the late Meet a Boston girl was thrown from her tricycle, and in reply as to whether she was hurt said: "I really believe I have fractured the *extensor ossis metacarpi pollicis manus*." She had broken her thumb, that was all.

The seat of war on the L. A. W. v. M. A. question seems to have been in St. Louis and not in Boston. They had a regular shindy out there. Rogers came on to Boston in the expectation to take a hand in at a scrapping match here. He was woefully disappointed, however, as he was all ready for them.

Woodside and Brooks failed jointly to cover as much ground in seventy-two hours, as Jack Prince alone did. The joint score was 953, while Prince's score was 1,042.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

To the Wheelmen of America.

Editor Bicycling World:

Whereas the arbitrary action of the Racing Board L. A. W. in expelling certain wheelmen from League membership has been deemed unjust and unwise. A new organization was formed at Boston on Saturday, 29 May, called the "American Cyclist's Union," whose object is to promote the sport of cycling and to secure for wheelmen the rights of the path; to protect and defend our racing men from imposition, and for the public weal to add new charms for what is to-day the leading sport of the world.

The A. C. U. appeals to wheelmen, clubs, track associations, manufacturers and others to support it in a laudable endeavor to encourage and foster the true spirit of amateur racing, the desire to win and to keep our noble sport free from abuse, gambling and jockeying, which has ruined many a sport which has preceded cycling. Our rules are just. Our motto "*Jamais arrière*," with a friendly feeling for all.

Caution: The underhanded methods now being pursued by the chairman of the L. A. W. Racing Board should not be countenanced by any fair-minded wheelmen. The attempts to stab the A. C. U. out of existence before it has fairly begun life is a fully characteristic proceeding of the L. A. W. chairman. But we feel our cause is a just one and we are proud of the hearty support now accorded us. To the racing men we offer a protection, such as it is not within the province of the League to offer you. We have declared no war on the L. A. W., but shall protect our rights und those of our members against their arbitrary action, and, if necessary, will buckle on the armor and fight to the bitter end. "We court peace and the good will of all." At the same time we shall maintain our rights at all hazards.

Remember the A. C. U. is not an organization of to-day but one for all time. Copies of our rules and regulations may be obtained of A. O. McGarrett, sec., Springfield, Mass. Clubs and associations are cordially invited to hold their meetings under our rules and to avail themselves of the protection offered by the prince of cycling organizations, the American Cyclist Union.

Respectfully yours,
Henry E. Ducker, *Pres.*

ONE OF MANY.

Terre Haute, Ind., May 11, 1886.

Messrs. Stoddard, Lovering & Co.,
Boston, Mass.:

Gentlemen,—The 48-inch AMERICAN RUDGE received. This wheel is far superior to what we had expected, and will, no doubt, be the means of increasing the sales of this class of machines.

Yours very respectfully,

CALDER BROS.

THEY SPEAK FOR THEMSELVES.

No Dealer or Repairer can afford to be without our Catalog,

AS WE MAKE AN EXTENSIVE LINE OF

SUNDRIES,

SUCH AS

TOOLS, LAMPS, BELLS, ETC.

THAT CANNOT BE PURCHASED ELSEWHERE.

Then, too, our Youth's Bicycle,

THE AMERICAN IDEAL,

Has become so thoroughly well recognized as the standard machine of its class, that it is almost impossible to sell an intelligent youth anything else.

The fact that our factories are tested to their utmost capacity,—working overtime at that,—can leave no doubt in the mind that

THE AMERICAN CYCLES ARE THE BEST.

So apply at once for the prettiest Catalog in the trade, to

GORMULLY & JEFFERY,

CHICAGO, ILL.

Cuttings and All Sorts.

HERRING and Harris insist on their records of 52 and 57 seconds on the Buffalo home-trainer. If so, why not come near it again?

AN actual count of the bicycles used by the members of the Massachusetts Bicycle Club of Boston, which is the largest in this country, shows that there are more Rudges than any other make. This speaks well for this popular machine.

When you see a business man look melancholic,
With haggard face and dull, complaining eyes.
It's not because of biliousness or colic;
The trouble is he doesn't advertise.

IN his next race with Neilson, Prince is to ride the Apollo racer made for him by Singer & Co.

"WHAT's the difference between an angry lover and a jilted maid?"
"Give it up, old man."
"Why, one is a cross-beau and the other a cut-lass."—*Life.*

MESSRS. STODDARD, LOVERING & CO. have just received a supply of light Crippers for the use of light-weight gentlemen or ladies. These are of the very latest pattern and are very suitable for both sexes.

DR. KENDALL was very successful in getting a number of splendid photographs of the parade and the races, both at Boston and at Lynn. The doctor kindly presented the WORLD with a few copies.

THE new Marlboro Club, specially built for ladies, should be seen by those looking for a light machine.

A FARMER once had a hired man who was constantly astonishing him by doing strange and unexpected things. One day the farmer went into the barn, and found that his man had hanged himself. Looking at the dangling body a few minutes, he exclaimed, "What on earth will that fellow do next?"

CONSIDERING the fact that all the machines shown by Gormully & Jeffery were picked up round Boston, the show they made was more than creditable.

IT turns out that Kluge was not to blame in the collision at Lynn. It was unavoidable and not his fault. He is still quite lame but will be up soon.

THE St. Nicholas Toy Company are making a big drive for the juvenile trade. No better small machines made than those handled by the St. Nicholas.

IF you want to polish up the handle of your big front door or the nickel on your machine, you should use Bertram's patent oil polish. The best thing out.

The A. C. U.

Constitution, By-Laws and Rules.

The committee appointed to draft a constitution and by-laws for the newly organized A. C. U., met in Springfield 3 June, and prepared the following, which will be submitted for approval and adoption: —

CONSTITUTION.

ART. I. This organization shall be known as the American Cyclists Union.

ART. II. Its objects are to foster and encourage racing by the promotion of the interests of the American cycling path; the prevention, detection and punishment of frauds thereon; and uniformity in the government of the various kinds of cycle racing.

ART. III. This association shall consist of bicycle and tricycle clubs, unattached riders, and such persons as are interested in cycling as a sport and pastime.

ART. IV. Bicycle and tricycle clubs may become members of this association upon the payment of $5 annually, on or before the first day of April. Unattached riders and individuals, not members of any cycling club, shall be eligible to membership on payment of twenty-five cents annually. Track associations, other than c cle clubs, may be admitted upon payment of $10 annually.

ART. V. Its officers shall be a president, vice-president, secretary, treasurer, and each club or track association shall be entitled to two representatives, and these shall form a board of officers, of which ten personally present shall constitute a quorum, who shall direct and decide all matters not provided for in this constitution, and shall have power to adopt for the guidance of racing such by-laws as they deem necessary.

ART. VI. Section 1. It shall be the duty of the president to preside at all business meetings of the association, and rigidly enforce the constitution and by-laws as they may appear. He shall have power to appoint all committees and officers not otherwise provided for by the constitution or by-laws.

SECT. 2. The vice-president shall assist the president in the discharge of his duties, and in his absence shall officiate in his stead.

SECT. 3. The secretary shall keep a record of all meetings conduct all correspondence of the association, send notifications of all meetings to members, collect all dues and pay over to the treasurer said sums, and generally perform the usual duties of a secretary.

SECT. 4. The treasurer shall pay all bills approved by the finance committee, keeping vouchers for the same, and make a written statement of finances at each meeting.

ART. VII. Additions or amendments to this constitution may be made at any meeting by a majority vote, provided at least two weeks' notice of such addition or amendment shall have been sent to the board of officers.

BY-LAWS.

MEETINGS.

Article I.

SECTION 1. The annual meeting of the association shall be held during the month of May, at such time and place as the president may designate. Special meetings may be called upon the written application of four or more members.

SECT. 2. The president and secretary may at any time submit such matter of business as can properly come before the board, in writing, to each member by mail upon which the members may indicate their approval or disapproval; and the president shall declare such vote or resolution carried or rejected as the majority may elect.

SECT. 3. At all meetings of this association, the established law of deliberative assemblies shall be observed. The order of business shall be as follows: Reading records of last meeting; report of the president; report of treasurer; report of secretary; report of Racing Board; reports of standing committees, reports of special committees; unfinished or referred business; complaints and appeals; new business; adjournment.

COMMITTEES.

Article II.

SECTION 1. There shall be a Committee on Membership, a Committee on Racing (to be called the Racing Board), and an Executive Committee.

SECT. 2 The Committee on Membership shall consist of three members; the Committee on Racing, of five members, of which the secretary shall be chairman; and the Executive Committee shall consist of the president, vice-president, and the secretary.

SECT. 3. To the Committee on Membership shall be referred, as they arise, all matters relating to the admission, resignation, suspension or expulsion of members, providing, however, that if suspension or expulsion is due to the non-amateur standing of the member, they shall leave the entire matter to the action of the Racing Board.

SECT. 4. (A) To the Racing Board shall be referred all matters pertaining to racing and the championships. Championship events may be assigned to such clubs or associations as the board may deem desirable. (B) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and cause one of its members to investigate all protests or charges, and report his findings to the board for final action, of which a majority vote shall be necessary for expulsion. A member who may have been expelled can be reinstated only by a unanimous vote of the board. (C) It shall be the duty of the chairman to notify any wheelmen, against whom a protest may have been filed, of his suspension from the track pending investigation, and such wheelman must refrain from racing, under penalty of expulsion from the track, until favorable action has been taken. (D) It shall be within the province of the Racing Board to expel any wheelman from the track for ungentlemanly conduct, or endeavoring to win or lose a race by unfair means, or who competes in a race not governed by the rules of the A. C. U., or those that may be approved by this association. (E) The Racing Board shall have the power to make such rules for its government and the government of race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

SECT. 5. To the Executive Committee all matters relating to expenditures shall be referred for approval, and such other matters affecting routine work not otherwise provided for.

ELECTIONS.

Article III.

SECTION 1. On or before the first day of March in each year the secretary shall send a voting blank to each member of the board for president, vice president, secretary and treasurer.

SECT. 2. Each representative will be entitled to one vote for each of the above officers, provided that all dues and fines of his club are paid up to April 1 of each year and that each vote shall be signed by the member voting it, and returned to the secretary on or before the first day of April.

SECT. 3. Upon the closing of the polls April 1, the secretary shall immediately forward all sealed ballots to the Committee on Membership, who shall sort and count the votes and make returns of the same to the president on or before the fifteenth day of April. The person receiving the largest number of votes for each office shall be declared elected.

SECT. 4. The president shall, on or before the first day of May, declare the result of the election and notify each member of the board of officers and persons so elected, of the result.

SECT. 5. All officers shall hold office until their successors are elected or appointed.

MEMBERSHIP. 1

Article IV.

SECTION 1. All applications for membership shal be forwarded direct to the secretary, together with the proper fees and such information as may be required.

SECT. 2 All applicants for membership in this association shall be guided by the following rules: (A) An amateur is any person who has never raced nor exhibited his skill for a public or private stake, or purse, or for gate money, or competed under a false name, or has backed or allowed himself to be backed in a public race. (B) A professional wheelman is one who has ridden a cycle in public for money, or who has engaged, taught or assisted in the art of riding the cycle, or any other athletic exercise, for money.

SECT. 3. To prevent any misunderstanding in interpreting the above, the Union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur, and thereby becomes a professional, by (A) riding the cycle or engaging in any athletic exercise for a money prize, or for gate money; (B) accepting payment for training or coaching others for cycle racing, or any other athletic exercise; (C) competing with, or pacemaking for, or having the pace made by a professional in public for a prize or gate money; (D) selling, realizing upon, or otherwise turning into cash any prize won by him; (E) wheelmen a e cautioned that pace-making for a professional will be considered as included in Clause C; (F) the Union recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America and the N. C. U. of England, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing sparring, lacrosse, polo, roller and ice skating.

THE RIGHT OF APPEAL.

Article V.

SECTION 1. Any member who shall have been expelled by the Racing Board may appeal for an investigation by the full board of officers, at which a two-thirds vote of all the members shall be necessary to reinstate.

ADDITIONS OR AMENDMENTS.

Article VI.

SECTION 1. Additions or amendments to these by-laws may be made at any meeting by a majority vote, provided at least that two weeks' notice of such addition or amendment shall have been sent to the board of officers.

RULES FOR THE GOVERNMENT OF RACE MEETINGS AS PREPARED BY THE RACING BOARD.

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the

union or rules approved by the Union, or to compete against any rider who has been expelled, will render them liable to the same penalty.

B. The Racing Board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and the time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying to the measurement of the track. When the record is proven to the satisfaction of the board it will be entered on the books of the board.

C. The standard of measurement adopted by the Union requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

1. The national championships are open to American amateur wheelmen only.

2. Clubs to whom championships are assigned shall give due notice of the events at least one month before the date of running.

D. The board will appoint, at its discretion, one or more union handicappers, who will for a stated remuneration frame the handicaps of the Union, and of such of its associate clubs as shall desire this service at their hands. Handicaps and positions in class races, excepting in a novice's race, shall be based on the records of the contestants.

1. Entries to all races should close seven days prior to contest, to allow time for proper investigation.

2. A fee of one dollar will be charged for each race for which five or less contestants are entered, and ten cents for each additional name. Employment of the official handicapper is not compulsory.

E. No open betting shall be permitted.

F. In no case shall an order for goods to a certain value, nor a choice of prizes, be offered or taken in any event.

TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the executive board that they are not professionals, either by their own statements in writing, or otherwise.

2. The officers of a race meeting shall be: A referee; three judges at the finish; three timekeepers; one starter; one clerk of the course, with assistants if necessary; one scorer, with assistants if necessary; and one umpire for every one eighth of a mile; the referee, judges, and clerk of the course shall constitute an executive board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding, starting from the wrong mark or such like offences, which he may be personally cognizant of or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape, and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. The timekeepers shall compare watches before the races are started, and shall note any variance. They shall each time every event, and in case of disagreement, the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of the pistol.

6. The scorer shall record the laps made by each competitor, the order of the men at the finish, and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by the clerk of the course that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "go." The starter may, at his discretion, put back to a distance not exceeding ten yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter, and restarted. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again. The handicap shall be started by the word "go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to scorers, see that they are on their appointed marks, and call their numbers for the scorers, as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts.

10. It shall be the duty of the executive board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protest being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.

14. Every competitor will receive, in the dressing room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds the work shall be done by the clerk and starter in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heats. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts, bicycle or tricycle, shall be from a standstill, with the left hand toward the curb; and the machines are to be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep both feet on the ground behind the mark from which the competitor actually starts. Should the attendant overstep that mark with either foot, while touching the cycle, the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the first part of the machine with the ground shall be considered the starting mark, which the attendant shall not overstep.

17. The finish of all races shall be judged by the front wheel which touches a tape fastened flat on the ground at the winning post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding shall be disqualified and debarred from any place or prize.

20. Any protest against a competitor repecting his qualification as an amateur must be lodged with the referee before starting; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fees he may have paid.

21. Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to; but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Clubs may reserve the right to reject any or all entries, except entries to championships run under their auspices.

23. The officers of a race meeting shall not be permitted to compete in any race with which they are officially connected.

24. A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and should properly be the first race of a meet.

25. A class race is open only to those who up to date of entry have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances, according to the appended table: —

One mile.	Two mile.	Three mile.	Five mile.
2.40	5.30	8.20	14.20
2.45	5.40	8.30	14.40
2.50	5.50	8.45	15.00
2.55	6.00	9.00	15.30
3.00	6.00	9.15	16.00
3.05	6.20	9.30	16.30
3.10	6.30	9.45	17.00
3.15	6.40	10.05	17.30
3.20	6.50	10.30	18.00

26. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting, the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms shall be disqualified.

27. In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines — to be judged by the centre of the driving wheel — or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified.

28. In a lap race, the position of each rider must be taken at the finish of every lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less; the third, two less, and so on. The competitor who scores the greatest number of points shall be declared the winner, whether he ride the whole distance or not.

29. In a team race the position of each rider must be taken at the finish of every mile. The riders shall count as in a lap race and the aggregate scores of the team members shall decide the victory.

30. The contestants in a run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching or dismounting after passing the station shall be sufficient cause for disqualification. The alternating distance shall be one quarter of the distance of the entire race.

31. Entries in a consolation race shall be limited to those who have won no prize in any event at the meeting.

32. Ignorance in any of the foregoing will not be considered a valid excuse for violation.

WHEEL CLUB DOINGS

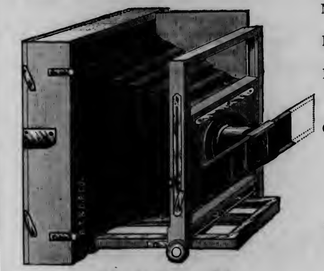
Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

THE Orange (N. J.) Wanderers having offered a medal to any member of the club riding one hundred miles in twenty-four hours, a successful attempt to cover that distance was made by E. P. Baird on Decoration Day. Starting from Brick Church at 5.10 A. M., he rode to Caldwell, Upper Montclair, and completing thirty miles at 7.40 A. M. After breakfast the following towns were passed through in the order given: Newark, Elizabeth, Rahway, Westfield, Plainfield and Bound Brook. After dining at the last named town and resting an hour, Mr. Baird again started at 2 P. M, riding to South Branch and return, a distance of twenty miles, in two hours, seventy-five miles of the run meantime being completed at 3 P. M. After twenty minutes' rest at Bound Brook, the start for home was made at 4.20. Passing Plainfield and Scotch Plains, one hundred miles was completed at 6.40, through a desert of sand which was at times unridable. After passing Springfield, the run to Bound Brook, over superb macadam roads, was soon made, and on dismounting for supper at 8.07 P. M., the cyclometer indicated that one hundred and eleven and a half miles had been ridden. At 9.10 P. M Mr. Baird was again on his wheel and leisurely rode about the Oranges by lamplight, completing one hundred and twenty-six miles at 10.58 P. M. The route described from Elizabeth to Bound Brook, and in returning from Bound Brook to Springfield is a very difficult one to cover on a bicycle, the roads being either very rough or sandy. In addition to the medal before mentioned, the Wanderers will, at the end of the riding season award a gold medal to the member covering the greatest distance in twenty-four hours. It remains to be seen whether Mr. Baird's record will be eclipsed.

THE bicycle riders of La Mars, Iowa, met 10 May, and organized an L. A. W. club, under the name of Le Mars Bicycle Club, the charter members being as follows: J. N. Sammis, president and captain; Dana Long, lieutenant; F. A. Post, flag carrier; F. E. Davis, treasurer and secretary; D. E. Hadden and J. M. Dunn. We expect to have a club of at least ten members.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

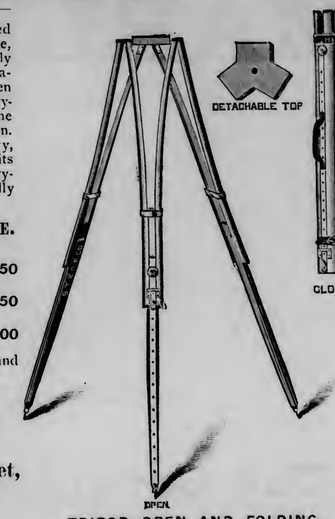
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES



IN GREAT VARIETY.

✦ EURYSCOPE ✦ ✦ ✦ LENSES ✦ ✦

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BEN. J. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

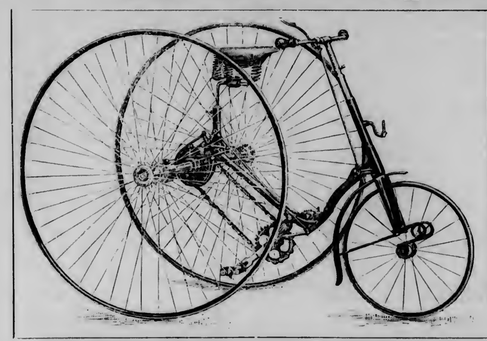
SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON.

BE SURE AND COME TO LYNN

ON THE SEVENTEENTH OF JUNE,

IF YOU WANT TO SEE SOME EXCITING RACES AND FAST TIME MADE.

The Lynn Cycle Club Track Association will hold their second series of races on their new track, June 17, at which time they hope to see all their old friends and many new ones.

LIST OF RACES.

1-MILE NOVICE RACE.

First Prize, Gold Medal.
Second Prize, Silver Medal.

3-MILE LAP RACE.

First Prize, Silver Tea Service.
Second Prize, Pair of Pearl Opera Glasses.

1-MILE OPEN TIME. LIMIT, 2.50.

First Prize, Silver Water Pitcher.
Second Prize, Gents' Fine Silver Watch.

T. W. Eck will endeavor to break the World's Quarter-mile Tricycle Record. If successful, an elegant Gold Medal will be presented him by the Track Association.

10-MILE PROFESSIONAL RACE.

Between John S. Prince and R. A. Neilson. Second of the series for the Championship of America. This will be a race from start to finish, and no waiting race.

2-MILE HANDICAP.

First Prize, Pair of Marble Vases.
Second Prize, Silver Cake Basket.
Third Prize, Piece Bronze Statuary.

Entries Close June 14, with E. M. Bailey, Secretary, Lynn, Mass. Entrance Fee, $1.00 in each Event. Races will be run under A. C. U. rules. The Management reserve the right to reject any or all entries.

ADMISSION, 25 CENTS.

THE Wakefield Bicycle Club will hold their annual twenty-five mile club race 12 June. Their ten-mile club race occurs in October.

THE Troy Bicycle Club open their new club house by giving a reception on Tuesday evening, 25 May. The committee in charge were D. L. Hamil and R. S. Coon.

THE annual meeting of the Bay City (Mich.) Bicycle Club, was held on the evening of 5 May, at which the following named officers were elected for the ensuing year: President, B. H. Miller; vice president, Frank Shearer; secretary and treasurer, D. G. Jackson; captain, W. P. Walter; lieutenant, E. C. Babcock; color bearer, Lon M. Waters. Three new members were admitted, making a total membership of twenty-one. The club is in excellent financial condition and is growing more united as it grows older. Bicycling, which has been quite generally looked upon by the people in this vicinity as a sort of play or amusement for boys and young men, striplings and dudes, is beginning to work its way into the minds of those older as an exercise promotive of health, and useful, and with it comes the promise that in the near future Northern Michigan will loom up with a host of cyclers astonishing to the Easterners who seem to think we live in the woods, protecting ourselves with difficulty against the raids of Indians and attacks from bears.

THE Missouri Bicycle Club, of St. Louis, opened its new club house Wednesday evening, 2 June. The new club house is a three-story brick and brown-stone structure, situated on the west side of Cardinal avenue, between Pine and Olive streets. Entering an arched entrance, the visitor finds himself in an ante-room, to the north of which is an elegantly furnished parlor. From the ante-room, a flight of broad stairs take one to the floor above. A hall leading westwardly passes between the concrete-floored wheel-room and well-furnished bathroom, and terminates in a gymnasium, which is simply perfect in its equipment. Passing to the second floor, the two rooms facing on Cardinal avenue are the lounging-room, which is carpeted, furnished with willow furniture for those of the members who are the disciples of Euterpe, while the other room is devoted to billiards and pool. To the west of these rooms is the card-room and what is known as the "locker" room. If it be borne in mind that it cost 2,700 to furnish the rooms mentioned, their elegance will become more apparent. The club now numbers 175 members.

RACING MEMS.

THE Alexandria Park tournament came to a successful ending 22 May. Some records got a smashing. H. C. Sharp took the quarter mile tricycle record of the world in 41 1-5 sec. J. M. Ingles took the half mile tricycle record in 1.27 3-5. A. E. Langley took the three-quarter mile tricycle English record in 2.13, and the same man took the one mile English tricycle in 2.55 1-5. E. Kedulin, the two mile English tricycle record in 6.15 4-5. W. A. Ilston took the English half mile record in 1.16 1-5. "The foreigners," Messrs. E. Kiderlin and E. Beaukelaer, scooped the tandem scratch race, beating J. Lee, W. A. Ilston, E. Oxborrow, and F. S. Buckingham.

ON Saturday, 5 June, at the Montreal Amateur Athletic Association spring handicap games a three-mile bicycle race was run. Entries were: J. H. Robertson, scratch; F. W. Crispo, ten seconds; W. A. Ramsay, ten seconds; N. L. Lusher, twenty seconds; Geo. Darling, twenty seconds; Murray, twenty seconds; and the finish was in the following order: Robertson, Ramsay, Darling, Murray. The two others did not finish. Murray rode a Kangaroo. A very strong wind was blowing down the track. Time, 11.14.

THE management of the tournament at Brockton has changed No. 2 on the programme to a two-mile professional Plymouth County race, with prizes $25, $15, and $10. No. 3 has been changed to a two-mile invitation race.

THE East Hartford tournament, under the auspices of the local club, was attended by some six hundred people. The track is a four-lap one, and favorable for good time, but a strong wind faced the men on the lower turn and barred possible fast time. The first race was the one-mile club championship. This was won by H. E. Bidwell; time 3.14. W. L. Prior was second. Then came the one-mile club championship with four entries. J. A. Lownsbury came in first in 3.15, F. L. Damery, of Weathersfield, was second. In the one-mile club handicap, 3.40 class, S. H. Fyrnell, with ninety yards start, was the winner; time, 3.23. W. M. Ha adon, of Springfield, Mass., won the one-mile open race for 18 years and under; time, 3.19 2-5. F. L. Damary, of Withersfield, was second. The one-mile open race was taken by E. S. Horton, of Glastenbury; time, 3-16. E. A. Deblois, of Withersfield, was second. In the one-half mile open race for boys, 48-inch wheel or under, W. M. Haradon, of Springfield, was first; time, 1.47 1-5. W. F. Graham, of East Hartford, was second. E. F. Arnold took the one-mile club 3 25 class race, beating A. E. Beaumont; time, 3.28. The quarter-mile open race was taken by H. E. Bidwell, of East Hartford; time, 46 2-5. The three-mile open was an interesting race. This was won by E. A. Deblois, of the Hartford Wheel Club; time, 11.19 3-5. Schuyler Carleton, of Cleveland, O.; and J. S. Kulp, of Wilkesbarre, Penn. The East Hartford Club feels well satisfied with the results of its spring meeting. The officers were: Dr. C. J. McKnight, starter; and C. G. Huntington, consul for Connecticut in the L. A. W., was referee. The judges were E. O. Goodwin, D. D. Bidwell, and J. D. Candee.

Lynn will hold another tournament 17 June. They will have some good races. No loafing allowed. They will take steps to prevent that kind of racing.

FIXTURES

JUNE.

11 FRIDAY. — First day Yale College races, New Haven.

12 SATURDAY. — Second day Yale College races, New Haven.
Brooklyn Bi. Club to Roslyn, L. I. Flatbush Depot, 4.22 P. M.
N. Y. and N. J. team road racing association, Irvington, N. J.
Cleveland Club races, Cleveland, Ohio.

13 SUNDAY. — Brockton Bicycle Club to Quincy Point.

16 WEDNESDAY. — Capital City Club, Spring race meet.
Brockton Club races, Brockton, Mass.
Lynn races, A. C. U. rules.

19 SATURDAY. — King's County Wheelmen annual race meet, Brooklyn, N. Y.
Brooklyn Bi. Club, moonlight to Brighton Beach, club room 7 P. M.

21 MONDAY. — Brooklyn Bi. Club annual dinner.

24 THURSDAY. — Michigan L. A. W. Division meet at Detroit, ten-mile L. A. W. championship race.

26 SATURDAY. — Capital Club races, Washington, D. C.

27 SUNDAY. — Brockton Bicycle Club to Massapoag House.

JULY.

1 THURSDAY. — C. W. A. meeting, Montreal, three days.

3 SATURDAY. — Suffolk Wheel Club, three days' tour commences, along the North Shore.
World's Pastime Exhibition, Chicago, Ill., opens for 100 days.
Inter-Club trace, between the Kings County and Elizabeth Wheelmen.

5 MONDAY. — Binghampton Bi. Club, fourth annua meet.
Caledonian Club, Springfield, Mass., race meet, under A. C. U. rules.
New Hampshire Division L. A. W., Portsmouth.
L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.

9 FRIDAY. — Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.

11 SUNDAY. — Brocktons to Nantasket.

15 THURSDAY. — Inter-State Tournament, at Youngstown, Ohio.

25 SUNDAY. Brocktons to Natick.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: O. H. Allerton, Jr., 252 Shady avenue, Pittsburg, Pa.; A. L. Phillips, 6 No. Centre street, Pottsville, Pa.; C. E. Leggett, Newark, Wayne County, N. Y.; A. M. Lyman, 24 Mt. Vernon street, Boston, Mass; Kirk W. Crey, Brookline, Norfolk County, Mass.; H. D. Corey, 152 Congress street, Boston, Mass.; Miss Emie Noyes, 674½ Tremont street, Boston, Mass.; Stanley W. Smith, 396 Beacon street, Boston, Mass.; Maxwell Kirvert, Hotel Oxford, Boston, Mass.; Van Dupuy, Ironton, Ohio.

APPOINTMENTS. — Consul for Omaha, Neb., Warren M. Rogers, Omaha, Neb.

HAND BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

The Amateur Question. Important Notice.

To avoid possible misconception, the members of the American Division are warned, that while they are not denied full liberty of membership in any other organization, the definition of an amateur as established by the N. C. U. of Great Britain, and the L. A. W. of the United States, has not been changed, and must continue, unless altered, to control the conduct and actions of those members of the C. T. C. who may appear upon the racing track as contestants. As every member of the C. T. C. in this country has, with his application for membership, signed an agreement to observe the above, intended violations should always in honor be preceded by resignation from club membership. Violations not so preceded must necessarily be dealt with as provided in rules 51, 53, and 54. (See hand-book.)

FRANK W. WESTON,
United States Chief Consul.
SAVIN HILL, BOSTON, MASS., 1 June, 1886.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 50-inch Expert full nickelled, '85 model; also 50-inch American Rudge, both in A No. 1 condition; best offer over $150, takes both wheels. J. D. MACULAY, 740 W. Main street, Louisville, Ky.

FOR SALE. — One 54-inch New Rudge Racer; weight, twenty-two pounds; $100 cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 36-inch New Rudge Safety; $100 cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — New Victor tricycle; $100 cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One each 38, 42 and 46-inch second hand Standard Ideal; $20 each cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 54-inch American Star, just about as good as new; $45. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — No. 5 Royal Mail racing tricycle; ball bearings all around, and in fine order; cost new, $175, $70. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 58-inch Royal Challenge, nearly new, with ball bearing; special bargain; $67.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — English double children's tricycle; cost new, $65; only a very little used; will sell for $30. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — Victor tricycle; just about as good as new; never been broken; $80. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — New Facile bells, sent via mail on receipt of seventy-five cents, to AMERICAN BICYCLE COMPANY, Springfield, Mass.

SEND seventy-five cents in stamps to American Bicycle Company, of Springfield, Mass., and receive a duplex whistle with chain and a pair of stocking supporters.

FOR SALE. — One 54-inch second hand Matchless bicycle, with ball bearing to both wheels, and in good order; only $65. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Willimantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE. — One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS. Chicago, Ill., or, WM. C. DANIELS, Napierville, Ill,

FOR SALE. — One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $115. One 1883 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Ba gains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

THE SPRINGFIELD WHEELMEN'S GAZETTE

PUBLISHED MONTHLY. PUBLISHED CENTRAL.

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

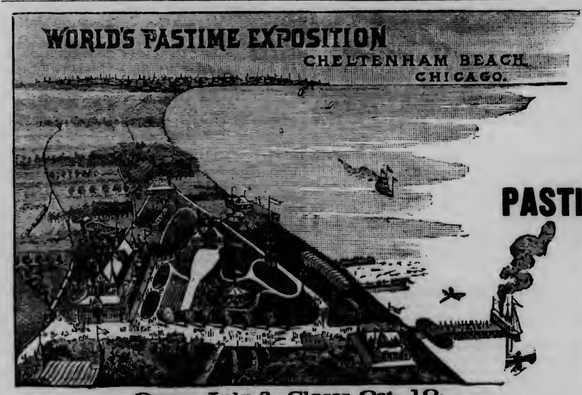
THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED. ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN



WORLD'S PASTIME EXPOSITION

Opens July 3, Closes Oct. 10.

A GREAT DISPLAY OF SPORTSMAN'S GOODS.

Upwards of $100,000 will be expended in attractions alone, such as "Last Days of Pompeii," Japanese Village, Oriental Garden, Racing at Night by Electric Light, &c.

Magnificent permanent buildings, aggregating 100,000 feet of space. Exhibits covering every article known or manufactured throughout the world which is used exclusively in contributing to recreation, sports and pastimes.

A MYRIAD OF OUT-DOOR SPORTS AND PASTIMES.

Low Excursion Rates on all Railroads and Steamboats from all points. Trains to the beach every few minutes. Excursion tickets good by rail or boat.

For prospectus, pamphlets of information relating to space, or concessions, apply to

MALCOM McNEIL, President, or J. W. RYCKMAN, Manager, 307 Opera House Block, Chicago.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.

We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

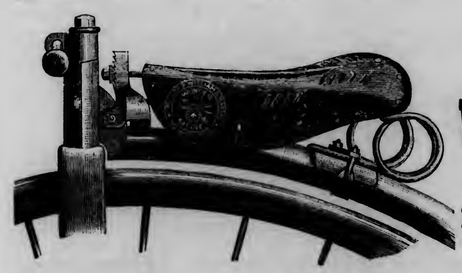
REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.



HAVE THE BEST!

SEND FOR DESCRIPTIVE CATALOGUE OF

WONDER SADDLE and SPARKBROOK CYCLES

McCOY & WILLIAMS,

24 and 26 Mechanics Street - - - NEWARK, N. J.

SALESROOMS, 573 MAIN ST., ORANGE, N. J.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without removing coat.

PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our

CYCLING GOODS.

HOWARD A. SMITH & CO., SUCCESSORS TO **ZACHARIAS & SMITH,**

Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.



THE NEW EXCELSIOR CYCLOMETER.

(Patent applied for.)

It registers 1000 miles.
It reads from the saddle.
It is accurate.
It has interchangeable lamp attachment.
It handsome is and handsome does.

PRICE, $10.00.

READY FOR DELIVERY JULY 1.

Manufactured by FRED. JENKINS,

21 Park Row (Rooms 65, 66, 67) - - - NEW YORK.

The "Old Reliable" still further improved.

New York Agent for the new Rapid Bicycle.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS: FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 * * Finely-Executed Lithograph Portraits * * 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.	M. V. J. WEBBER.	W. F. KNAPP.	N. M. BECKWITH.	W. C. MARVIN.	A. H. OVERMAN.
W. A. RHODES.	P. FURNIVALL.	J. G. HITCHCOCK.	A. BASSETT.	THOS. STEVENS.	A. A. POPE.
L. D. MUNGER.	R. CRIPPS.	L. B. HAMILTON.	J. S. PRINCE.	B. B. AYERS.	W. S. ATWELL.
E. D. HUNTER.	R. CHAMBERS.	WM. A. ROWE.	FRED WOOD.	W. W. STALL.	A. G. SPALDING.
W. H. HUNTLEY.	E. F. LANDY.	L. A. MILLER.	R. HOWELL.	C. A. HAZLETT.	H. B. SMITH.
F. P. KENDALL.	F. R. COOK.	GEO. E. WEBER.	W. M. WOODSIDE.	H. J. HIGH.	H. W. GASKELL.
C. H. POTTER.	G. M. HENDEE.	WM. E. CRIST.	R. A. NEILSON.	C. E. KLUGE.	S. T. CLARK.
C. E. PRATT.	N. H. VANSICKLEN.	H. D. COREY.	R. H. ENGLISH.	A. B. RICH.	W. B. EVERETT.
			E. P. BURNHAM.		

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington Street. Will be on exhibition and sale at the Boston Clubs' Show at the time of the League Meet.



ST. NICHOLAS TOY CO.

MAKERS OF

American Wheels.

THE CENTAUR.

A Strong, Durable, and Handsome Roadster. *Built for Service.* No Weak Points. All Sizes.

The YOUTH'S and JUVENILE APOLLO

The Best Bicycles for Youth and Boys made.

ALSO, MAKERS OF

GIRLS' TRICYCLES (Three Styles), BOYS' VELOCIPEDES, and SUNDRIES.

SEND FOR CATALOGUE OF OUR WHEELS.

ST. NICHOLAS TOY CO.

784 to 794 Madison St., Chicago.

RUDGE SAFETY

COMBINES

SAEFTY, SPEED, COMFORT,



HEALTH, PLEASURE, WEALTH.

203

Miles in 24 Hours.

Note what the Boston "Herald" of Aug. 10, 1885, says in regard to this wonderful performance:

"The machine ridden was a 36-inch Rudge Safety of the improved Kangaroo type, geared to 56 inches. These little machines are used very extensively all over Europe by persons who are afraid to run the risk of riding a bicycle, and where the roads are unfit for a tricycle, and to a great extent they are taking the place of the tricycle, being lighter and easier of propulsion, beside being just as safe and much less expensive."

SEE IT. TRY IT. RIDE IT.

— SOLE U. S. AGENTS. —

SEND FOR CATALOGUE. RELIABLE AGENTS WANTED.

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON

THE LEADING TRICYCLES OF TO-DAY ARE THE

QUADRANT SINGLES & TANDEMS

No Jar, No Vibration, No Catching

Steering, No Weak Forks.

THE ROVER SAFETY BICYCLE

—— IS ——

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA * BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents.

BICYCLING WORLD COMPANY.

MONTREAL,

Thursday, Friday and Saturday,

JULY 1, 2 and 3.

Canadian Wheelmen's Association

ORGANIZED September, 1882.

Open to all Amateur Bicycle and Tricycle Riders.

Fourth annual race meeting to be held on the Shamrock Lacrosse Grounds, Montreal (4-lap cinder track), on Thursday and Saturday, July 1 and 3, 1886, commencing at 3 P. M. (weather permitting).

Friday, July 2, Ten-Mile Road Race at 4 P.M.

Fancy Trick and Drill Squad Competition at 8 P. M.

* PROGRAMME *

Two Prizes in each event.

FIRST DAY.

BICYCLE.

One Mile, Championship of Canada.
Five Miles, Championship of Canada.
Three Miles, Roadster Machines (40 pounds or over).
Half Mile Dash without Hands.
Three Miles.
One Mile 4th Class, open to all Amateurs who have never raced before.

TRICYCLE.

One Mile, Championship of Canada.

FOOT.

One Hundred Yards in Heats (best 2 in 3).
Quarter Mile.

SECOND DAY.

Ten-Mile Road Race (scratch).
Fancy Riding.
Drill Squad.

THIRD DAY.

BICYCLE.

Half-Mile Championship of Can., in heats (best 2 in 3).
Three-Mile Championship of Canada.
Five Mile.
Two Mile (2d class) open to Amateurs who have never won a first prize from scratch except in 3d or 4th class race.
One Mile (3d class) open to Amateurs who have never won a prize except in a 4th class race.

TRICYCLE.

Three Mile.

FOOT.

Two Hundred and Twenty Yards.
Half Mile.

ENTRIES CLOSE 24th JUNE, 1886,

To J. D. MILLER, Chairman of Race Committee, P. O. Box 1148, Montreal, Que., accompanied by a fee of $1.00 for each championship event, and 50c. for each of the other events, excepting the events on Friday, which are free.

Fees returnable to actual starters. Events (excepting championships) open to all amateurs. Races run under C. W. A. rules, which are the same as those of the L. A. W. Competitors entering for "class" events must submit a written statement over their own signature that they are eligible for the class entered. Competitors are requested to give the name of their Club. Unattached competitors must furnish proper credentials of their standing as amateurs.

The Committee reserve the right to make any alteration in the programme they think necessary, and to refuse or strike out entries.

For pamphlets or further information address

F. G. GNAEDINGER,
Hon. Sec. Managing Com.
Box 1988, Montreal.

Brockton Grand Bicycle Tournament,

UNDER THE AUSPICES OF THE

BROCKTON CITY BICYCLE CLUB,

WED. JUNE 16, 1886.

EVENTS

1. **Half Mile Amateurs.** To riders of Plymouth County. First prize, Hub Lamp, value, $6.00; second prize, Luggage Carrier, value, $2.00.
2. **Two Miles.** Professionals Plymouth County. First prize, $25.00; second prize, $15.00; third prize, $10.00
3. **Two Miles, Invitation.** First prize, Gold Watch, value, $40.00; second prize, Silver Watch, value, $25.00; third prize, Gold Ring, value, $15.00.
4. **One Mile, Open to all Amateurs.** 3.20 class. First prize, Gold Medal, value, $15.00; second prize, Silver Medal, value, $10.00.
5. **One Mile Handicap, open to Plymouth County.** First prize, Hand Bag, value, $10.00; second prize, Kirkpatrick Saddle, value, $6.00; third prize, Bicycle Stand, value, $2.00.
6. **One Mile, Open to Boys under 15 years.** First prize, Gold Medal, value, $10.00; second prize, Bell, value, $2.00.
7. **Five Miles, Open to all Amateurs.** First prize, Gold Medal, value, $50.00; second prize, Gold Medal, value, $30.00; third prize, Gold Medal, value, $20.00.
8. **R. A. Neilson will ride against time.**
9. **One Mile, Open to Amateurs.** First prize, Gold Medal, value, $25.00; second prize, Gold Medal, value, $15.00; third prize, Gold Medal, value, $10.00.
10. **One Mile, Tricycle Race, Open to Plymouth County.** Amateurs. First prize, Gold Medal, value, $30.00; second prize, Gold Medal, value, $20.00.
11. **One Mile Consolation Race, Open to all Amateurs.** First prize, Hub Lamp, value, $6.00; second prize, Cyclometer, value, $5.00; third prize, Bicycle World, two years, value, $2.00; fourth prize, Bell, value, $2.00.

These races are to be held under the L. A. W. Rules. Entrance fee to each event, $1.00, except the boys' race, which is free. Entries made with D. C. Pierce, 62 Main Street, Brockton, close June 12, at 12 P. M. You are earnestly invited to join in both races and parade.

4th Annual Race Meeting

KINGS COUNTY WHEELMEN,

AT

BROOKLYN ATHLETIC GROUNDS,

Saturday, June 19,

AT 3 P. M.

HANDSOME AND VALUABLE MEDALS.

EVENTS.

1 Mile Novice, K. C. W.
1 " " open to all amateurs.
1 " Tricycle, " " "
2 " Handicap, " " "
3 " " " "
5 " N. Y. State Championship, N. Y. Members L. A. W.
1 " Brooklyn Bicycle Club Championship.
1 " Ilderan " "
2 " Bedford Cycling Club "
1 " Consolation Race, "

Entrance fees to all open events, 50 cents, and close with Chas. Schwalbach, 124 Penn Street, Brooklyn, June 12.

ILLUMINATING

—— AND ——

LUBRICATING OIL.

The Best in the Market. Satisfaction Guaranteed.

MADE BY

W. K. MENNS - - - EVERETT, MASS.

For Sale by the Principal Dealers.



YES!

YES!



YES!

YES!

YES!



This is all Solidly True. Get Price List and Read about it. Mention this Paper, and Write to

J. WILCOX - - 33 Murray St. - - NEW YORK,

OR TO

DOWNES & WOODWARD, Agents,

23 WATER STREET, BOSTON.

AGENTS WANTED.

THE WORLD

One Dollar

A YEAR.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dow.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston, No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and move ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

COW-HORN HANDLE BARS,

Complete with brake lever and bracket, all nickelled,

Only $4.50.

Our Bars are the

HANDSOMEST, STRONGEST, AND BEST

Cow-Horn Bars in the market. We make them to

FIT ANY BICYCLE.

Orders Filled Promptly. Satisfaction Guaranteed.

O. W. CO.'S DUPLEX WHISTLES by mail 35 cts

All Bicycle Sundries Cheap.

Our Bars are made of the best of steel, and are not the cheap IRON ones as advertised for $4.00 by other parties. The best is the cheapest.

C. W. SPINNEY,

FITCHBURG, MASS.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

TRICYCLES ON INSTALMENTS.

Compressed Tires,

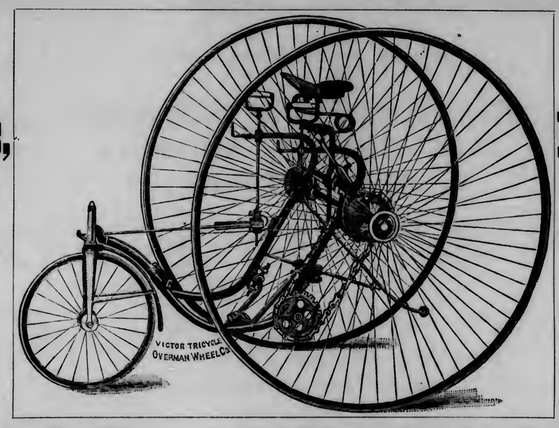
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

VICTOR TRICYCLES.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

CAN BE BOUGHT on these Terms: $50 Cash, and $75 to be paid $10 per Month.

We will sell only a few on these terms, to reduce Stock. Good references will be required.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.





Bicycles, Tricycles and Sociables at Second-Hand Prices

Harvards, Yales and Cornells, $85 to $100, according to size and finish. Tricycles and Sociables from $125 to $175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from $30 to $65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. ——BRANCH HOUSES—— 115 Wabash Avenue, CHICAGO

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 18 JUNE, 1886. | Volume XIII. Number 7.

YOU KNOW IT!

DON'T READ IT!

COME AND SEE IT.

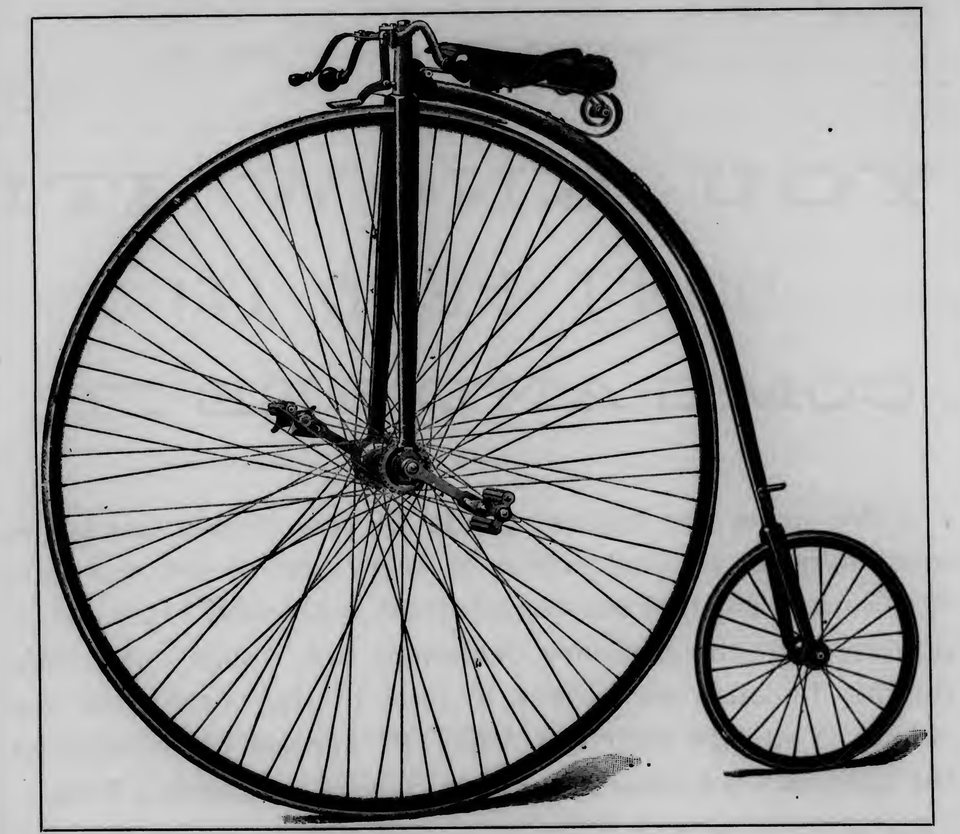
We make the highest grade Bicycle known, using the most expensive construction in every part of the machine. It is safe to say that our compressed, cushioned tires cost us double what the ordinary cemented tire would cost. We do this because we believe it adds to the comfort of the rider. You will hear our VICTOR spoken of throughout the land as "the easiest running Bicycle." Catalog Free.

OVERMAN WHEEL CO.

182 Columbus Avenue - - - - Boston.

THE NEW RAPID

With True Tangent Wheel.

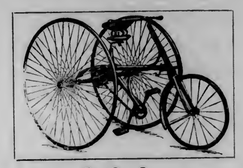


THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

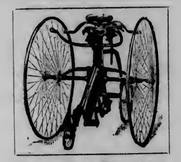
SEND FOR CATALOG.

S. T. CLARK & CO. - - - - Baltimore, Md.

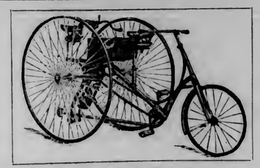
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s.
Also winning the Six-days' Race from the Champion SCHOCK,
making 1,042 Miles in 72 Hours. These
records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

509 TREMONT STREET,
BOSTON, June 1, 1886.

To Cyclers who participated in the recent Meet:

Gentlemen,—Owing to the immense variety of duties, incidental to the recent Meet, imposed on ourselves and assistants the past week, we find that many things were neglected which, in ordinary course of things, would have been more carefully attended to.

If any of our visitors were not properly cared for and attended to, we sincerely beg of them to pardon us, and allow us to repair as well as possible by correspondence, such mistakes as may have occurred.

From our correspondents also we ask consideration, we having been deprived of all opportunity to attend to them for some days.

Yours, W. W. STALL.

THE LEADING TRICYCLES OF TO-DAY ARE THE

QUADRANT SINGLES & TANDEMS

No Jar, No Vibration, No Catching
Steering, No Weak Forks.

THE ROVER SAFETY BICYCLE

—IS—

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 18 JUNE, 1886.

DEAD! *Mirror of American Sports.*

THE wail in another column from J. Styles is new words set to old music.

IF the A. C. U. gets a foothold and succeeds, the L. A. W. can blame itself.

RACING, this year, has commenced with vigor earlier than ever before in this country.

THE editor is in Albany, so London W. and the office boy are toying with the WORLD this week.

IF the control of racing by the League is going to involve it in a lot of expensive litigation, it had best be careful.

ALL letters intended for J. S. Dean, personally, should be directed to 28 State street, and not to this office.

MR. ABBOT BASSETT cries "shame," and puts on an air of injured innocence. It is a pity that any of *his* motives should be impugned.

JUST why a man should be punished because the rules under which he races are called A. C. U. instead of L. A. W. rules, is a little difficult to see.

IN view of the peculiar state of racing affairs, it is very necessary that the promoters of race meetings should announce the rules to be used.

THIS season has been unusually prolific in headers among racing men. Can it be that the general upheaval has anything to do with it?

WE wonder how long it will be before road-racing men will realize that the ordinary bicycle is not a safe machine for reckless riding on rough roads. For legitimate uses it is *par excellence*.

IF H. D. Corey has ridden up the Brighton side of Corey Hill, he has done well. We remember riding down it on a Humber pattern tricycle, and we have had a good deal of respect for it ever since.

THE reason given by Mr. Bassett for refusing to act as referee of the Prince-Neilson race is that it would be inconsistent for him to act as an official in a race in any way connected with the A. C. U. We did not know that either the League or the A. C. U. had anything to do with out-and-out professionals.

IT was reported in Sunday's *Globe* that the Yale Bicycle Club races were a failure, both in the matter of attendance and in the number of contestants. The small number of racing men who appeared was due, so it is said, to the warning issued by the chairman of the Racing Board because the races were not run under League rules. The Yale Bicycle Club claim that the Racing Board had no right to publish any announcement which would interfere with the financial success of its meeting, and have taken legal advice and will bring suit against Mr. Bassett to recover the damages caused by his announcement. At the time this goes to the printer, Mr. Bassett has not been served with any process.

THE L. A. W. Meet and the events that have crowded into the past few weeks, have pushed out of our columns a good deal of matter of general interest. Our photograph column has been among those articles. We, however, take up the broken thread, and shall endeavor to continue our photographic notes without interruption hereafter.

PROBABLY there is no body of men so prejudiced and unreasonably set in their ideas as cyclists, but it is wonderful how, after pooh-poohing new ideas, new machines and general progression, they will meekly fall into line and become enthusiastic over what before had been in their eyes nonsense and impracticable. Looking over the field we are impressed with the present standing of the safeties and the tricycle. How many short months ago it is since these two deservedly popular types of machines were, with very few exceptions, consigned by riders to future oblivion. The great trouble in these cases has been, that nine times out of ten no valid reasons were assigned, simply that they did not like the looks, or they were too much like invalid chairs, etc. These same critics to-day are riding the once-despised machines, and are converted very much indeed. We cannot be too slow in allowing our prejudices to bias practical judgment. Let us rather welcome novelties, give them a fair trial, and then pass judgment. We are apt to think our particular mount is par excellence *the* machine, and to look askance at all others with a slightly elevated nose. Let us ponder a little hereafter when anything new comes under our notice, and not sit down too quickly on it because it is novel and untried.

THE Springfield Bicycle Club has joined the A. C. U. in a body, and left membership in the L. A. W. optional with individual members.

Old Country Talk.

THE seas which roll between the readers of the WORLD and the writer of the paragraphs which will in the future appear under the above heading, must be blamed if the curtain rises upon his entry without a bow, more or less graceful, being made by the ingenuous scribe in question. Still, from a long and fairly exhaustive acquaintance with the American cycling press, he is able to enter upon his career without claiming exactly the allowances due to a novice.

IN England here we are all waiting to see what America will do with the makers' amateurs — grand old fossilized, petrified question how can I keep away from you? The N. C. U. has been fairly beaten to a standstill by the difficulty and has subsided into a lethargy akin to that of the hybernating dormouse. Whether it will ever raise its hand again in this quarrel is very doubtful, the indifference of the public being so great as to preclude any possibility of the Union's decisions being supported.

THE racing season, so far as it has gone at present, has been remarkable for the number of men figuring on the scratch-mark, both in bicycling and tricycling. Furnivall who won the fifty-guinea challenge shield at the Alexandra Park Tournament should give a start to all his compeers at any distance over one mile, the champion having trained considerably this year and developed in muscular strength. W. A. Illston, holder of the half-mile record (1 m. 16½ s.), is the champion exponent of model pedalling, and his turn of speed in the mile will some day be too good even for the redoubtable Furnivall. Webber had a terrible fall at Munich on the 15th ult., and though the pluck of the "demon" carried him to the front next day in two races, he tells me he is not likely to ride again this season, his internal arrangements having been strained rather badly. English has not come South this season as yet, but has won a few races in his own part of the world ere spraining an ankle. The other scratchmen on the bicycle in the London district are E. M. Mayes (Surrey, B. C.), J. H. Adams (Lewisham, B. C.), H. A. Speechly, (Chelsea, B. C.), J. E. Fenlon (Gainsborough, B. C.) The last-named has been a long time coming back to scratch, but his form is first class and he may be reckoned a fixture.

IN tricycling, A. E. Langley (Kildare, B. & C.), holds the mile record (2 m. 55½ s.). He is a boy who has come to the front with meteor-like rapidity. In the same club and on the same mark, is H. C. Sharp, whose reputation has suffered from various eccentricities in his riding. It is impossible to deal with him seriously, as his running is in and out. Another disappointing man, but without a breath of suspicion ever attaching to his riding, is P. T. Letchford (Finchley, T. C.), who holds the half-mile record (1 m. 26⅘ s). "The Pard," as his friends call him, rides, so to speak, "moodily," and though he always tries, collapses, when apparently full of running. A. J. Wilson was much fancied for championship honors this year, but the veteran who has been racing for nine years, cut up badly at Alexandra Park Tournament and talks of retirement from the path. Lee, of Claycross, won the scratch race at the tournament from Kiderlen, the Dutch champion, after a tremendous struggle, Inglis, the Scottish crack being third, but Langley, had not he misjudged his riding in his heat and grown a trifle stale to boot, would have upset the crowd. Kiderlen, the Dutchman, is one of the best riders who ever crossed saddle, and the way in which he, with De Beukelaer, the Belgian, romped away from Lee and Illston in the tandem race was a revelation to our insular eyes. Another first-rate man who has been with us this season is R. J. McCredy, editor of the *Irish Cyclist and Athlete*, who will make his mark in the championships.

FURNIVALL returns to the tricycle next Saturday in the five-mile championship of the Racing Cyclists' Club. It is remarkable that the one-mile tricycling champion has not ridden a tricycle ten times in his life. E. M. Mayes is also about to try the three wheeler, and during the year such veterans as C. E. Liles and M. D. Rucker are likely to be seen on the path.

WE have just had a sort of abortive resurrection of the old Hampton Court Meet. Three hundred tricyclists mustered in the neighborhood of the Cockney holiday resort and rode solemnly around. Why they did it, or where the enjoyment or benefit came in, is still unknown, and the verdict of a small boy in reply to another about sums up the position: "Dunno! s'pose they carnt 'elp their bloomin' selves, Bill!"

HILL climbing has been another fancy of the hour with us. Muswell Hill in the north of London was the selected pimple, and time medals were offered by the Canonbury Cyclists Club for competition. The winner, out of nearly fifty who rode the hill, turned up in a youth called Breysig, for whom a maker had built a special long-cranked machine with a forward rake. He rode the hill at the rate of about ten miles an hour and would have been protested against with lightning-like rapdity had yours truly been a competitor, the rules of the competition distinctly stating that ordinary roadsters were to be used.

THE Cyclists Touring Club again numbers over twenty thousand members and may be taken as flourishing. Here in London, we are not whales on it, though many men pay up their half crowns because "every one else does, don't you know." In the provinces, however, the titles of consuls, chief consuls, and representative counsellors are much coveted, and men are always to be found seeking this bubble reputation, which is accompanied by no small amount of hard work.

THE cycling papers are in their usual state of mutual snarl. I refer of course to the journals published in Coventry and to *Wheeling*. The American papers, I notice, quote occasionally from other English wheel papers, but we know nothing of them as authorities here, and would not read their remarks at all did they not return to us via the American press.

THE BARD.

LONDON, ENGLAND, 3 June, 1886.

Manhattan Meanderings.

THE N. Y. and N. J. Inter-Club Race. A large number of wheelmen from New York, Brooklyn and other cities went out to Irvington to witness the first Inter-Club race, under the auspices of the Alphabetical Association. A ride of nine miles through the salt meadows, — the ancestral halls of the Jersey musquito, — a dash through the beer-gardened purlieus of East Newark, and the wheelmen decamp at the Broad Street station. A journey of two and a half miles along Clinton brought them to the start, marked by a white stone. The course was six and one-quarter miles in length, making four journeys necessary to complete the twenty-five miles. The level stretch of road, one and one-quarter miles in length turns left at Irvington, at which point is the hotel, where the contestants dressed and "made ready." From Irvington to Milburn, two steep hills each three-quarters of a mile long, tested the hill-climbing abilities of the riders. Along the route, men were stationed with sponges, buckets of water, and other liquids to refresh the riders. Some three hundred people including several ladies and a vociferous youth on horseback, together with a dozen carriages, had assembled at the start to see the wheelmen off. Although announced to commence at three o'clock, it was nearly five before the men were sent away.

Six clubs were represented, totalling twenty-four men. They were ranged in lines four abreast, with twenty-five feet between each row. At 4.41 the word was given, and they swooped down the road a magnificent sight. People lined the course near the start and turning point, and at Milburn and Irvington quite a crowd collected. C. L. Meyers cut out the pace at the start, but quickly succumbed to C. A. Steuken, the favorite. At ten and three-quarter miles, E. W. Valentine passed Steuken, and ever after held the lead.

Valentine finished first in 1h. 41m. 5s Steuken, second, by two minutes; Caldwell, third; Bridgman, fourth; Pettus, fifth. The first three men received gold medals. The challenge cup will be held by the King's County Wheelmen. The score by points was as follows: King's County wheelmen — E. M. Valentine, L. P. Weber, M. L. Bridgman and L. Pettus; total, 83 points. Elizabeth wheelmen — A. S. Bellinger, A. S. Rowback, L. B. Bennett and H. Caldwell; total, 70 points. Harlem wheelmen — G. Pearce, E. J. Halstead, M. F. Germon and A. F. Sterner; total, 54 points.

A THREE-MILE handicap was held in connection with the New York Athletic Club games, held at Mort Haven last Saturday. Scorcher N. S. Gilson of the Pegasus B. C. "debutted" on the racing path, starting from the 90 yards mark, and winning by a half lap; time, 3m. 11⅕s, 6m. 44⅖s., and 10m. 18⅘. Francis Thayer, Ixion B. C. (100 yards) finished second; C. M. Phelps, Harlem wheelmen (100 yards), third.

THE event for next Saturday is the meet of the King's County wheelmen, to be held on the Brooklyn Athletic Club grounds. A long list of events is on the cards, and if the weather god is agreeable a very pleasant afternoon may be spent. On Thursday night the club will have its annual parade through Brooklyn; open to all. It is a sort of advertisement for the races, and is productive of much fun.

THE Morris and Essex Railroad have just instructed their agents and baggage-masters to carry wheels free. They charged fifty cents for a journey to the Oranges and return, and this undoubtedly deterred many riders from enjoying the Oranges' riding.

A NUMBER of our novices have been taught to ride over at the Erie stock yards owing to the kindness of Willard Smith, who is connected with that corporation. There is a quarter-mile wooden track to which Willard invites all his friends. He taught Kluge to ride, and he is very proud of the success of his protege.

TITNAM.

Stolen!

ON 26 May, a young man giving as his name, F. B. Graham, and address 129 West Newton Street, hired from us a bicycle which he has not returned.

We append description of same.

If you should come across his machine, we shall be obliged if you will at once notify us.

50-inch American Club, No. 34,801, rubber suspension spring, Hancock n-s tyres, fluted fork, forks and backbone; enamelled, balance plated, straight bar; etched on spring, "The American Club. The Coventry Machinists Co. S. T. Clark & Co., Baltimore, U. S. Agents."

THE COVENTRY MACHINISTS CO.,
239 *Columbus Avenue, Boston.*

[Every man with 50-inch Club had best look. Would it not have been a good idea to describe the thief? — ED.]

Size of Wheels.

IN a very good article upon the above subject, "Faed" tries to reconcile the big and the small wheel theories. He attempts to explain why it is that, notwithstanding any increase in the size of the steering wheels of tricycles has been generally more than counterbalanced by the decrease in the size of the drivers, the machines run more easily on rough roads. He also explains how it happens that machines of the Rover pattern, in spite of their small wheels, bowl so lightly over obstructions. He thus concludes a very instructive article: —

"I submit, therefore, that the explanations which I have advanced go to show that the angle at which a rear-driving axle pushes a front-steering axle forward is of such great moment as to account for the increased convexity of small driving wheels occasioning no loss of speed, provided a large steering-wheel is used; and that the nearer the wheels approximate to each other in diameter, the more advantage will be gained by the rider by reason of his driving power being less wasted in thrusting his front wheel downward instead of forward. What exact sizes and proportions will eventually be arrived at as the ideal, must be governed by such considerations, foreign to this matter of pushing-angle, as concern the rigidity and shape of the frame, the disposition of the load, and the necessarily arbitrary measurements to suit the human body."

To arrive at this conclusion, he draws a line from the axle of the driving-wheel to the axle of the (front) steering-wheel. The angle shows the direction of the thrust. For example, on the Rover the front steering-wheel is a little larger than the driving-wheel. Now a line drawn from the centre of the driving-wheel to the centre of the steering-wheel would, so Faed claims, tend to push the wheel upwards and forward, instead of forward and downward, as it would if the proportions were opposite. At all events, Faed is strongly borne out by the results of practice.

Chicago.

THE *Mirror of American Sports* has at last collapsed, and it is now appropriate for all sympathizing contemporaries to come out in black lines, and with a handsome obituary to their departed neighbor that kept up the tiresome struggle for existence until the last sweet drop of advertising had fled. The history of this sheet is unfortunate, and is a lesson to newspaper men who are not satisfied with a good position and commensurate salary, and allow their ambition for proprietorship to get the better of their judgment. Mr. Cowles, the editor, was formerly city editor of the Chicago *Tribune*, one of the best money-making journals of this country, and left this position to start the *Mirror* some years ago. There is some talk of the Cheltenham people taking up the *Mirror* in the interest of their scheme, but it is uncertain at the present writing, so that, in all probability, Mr. Cowles will be in the market, which is a rather sombre outlook for the gentleman.

* * *

THE Chicago Club held its regular weekly run last Saturday night, and dined at Fischers. The Owl Club started their regular runs also, and will hereafter ride in club uniform every other week. Other clubs are sleeping apparently, and waiting for bad weather to wake them up.

* * *

LAST Thursday week a meeting of the Chicago Bicycle Track Association was called at the rooms of the Chicago Club, to see if something could not be done to square up the indebtedness of the association, and reorganize and perhaps become a corporation. The attendance consisted of four, as follows: Van Sickler, Cowles, Wilcox and Miles, who were in no happy frame of mind at the small interest taken, and disposed to send the association in the abstract, past and present, to the bad place. Van, who has done more work than any one else, is emphatic in his assertion that he is through, and I imagine with this last expiring sigh the association will give up the ghost.

* * *

THE Cheltenham Beach people are making things lively and fast bringing their promises into a substantial reality. About 250 carpenters are now on the pay roll, and it is pleasant to be able to say and mean it that Chicago will have every reason to be proud over this affair.

* * *

PERHAPS it is unbecoming in bemoaning so many things about our lovely city to say so little about what we have to congratulate ourselves upon, for we have here the headquarters of the L. A. W. touring department, and there is no mistake but we can compare favorably with any city in this regard. Then, too, we are selling wheels. Spalding is rushed. The John Wilkinson Co. say business was never so good; and Gormully & Jeffery are making long strides towards the top of the manufactures in the number and quality of the wheels turned out by them.

PHILO.

Leg Rests.

WHEN touring, many must have found the pleasure of "coasting" greatly detracted from owing to the cutting tendency of the handle-bars; in fact, when doing a long coast this cutting becomes almost painful. Further, when using bent handle-bars, it becomes necessary to keep the legs close to the head of the machine, thereby bringing the knees together, resulting in an outward pressure against the raised part of the handles. This, together with the weight of the legs, has sometimes been found to have loosened the handles in the head.

To remedy this, and to entirely do away with the vibration, Mr. W. M. T. Shimmins, of Kilgobbin, Co. Dublin,

writes us that he has fitted the following simple arrangement to his club, which he finds to fully meet the requirements of the case: Having an old coned pedal, he took off one end plate and removed the centre part, thus leaving the two rubbers fixed in the other end piece, then opening out the rubbers so as to make an angle to suit that of the handle-bars (done by bending the end plate), but leaving them a little above them, so as to take the weight of the legs before coming on to the handles.

To fix to the head, the lock-nut of the centre pin is removed, and the rest slipped over the pin, then the lock nut being replaced holds the rest firmly in its place.

The weight is trifling and the comfort immense, and using gray rubbers, etc., does not look unsightly.

The above tip, which is doubtless open to improvement, may prove beneficial to cyclists, and men touring this season may like to give it a trial. — *Cyclist.*

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston.

No. 342,467. Velocipede, C. T. Ryland, Jr., San Jose, Cal.

No. 342,620. Velocipede, A. W. McClure, Chicago, Ill. A main connecting frame located wholly on one side of the driving wheel of a "Safety" bicycle, and a seat supported on said wheel independent of said frame.

No. 342,878. Bicycle, D. H. Rice, Brookline, Mass., of the Star type.

No. 312,918. Velocipede, Charles S. Liddel, Morristown, N. J., of the Star type.

No. 342,925. Bicycle saddle, John Payne, San Francisco, Cal.

No. 342,934. Velocipede, J. H. Schulge, Berlin, Germany.

No. 342,972. Velocipede, J. M. Peterson, Boston, Mass.

No. 343,165. Tricycle, W. L. Fay, Illyria, O.

No. 343.549. Luggage carrier for bicycles, C. H. Ross, Albany, N. Y.

Corey up Corey.

HARRY COREY is right up and coming on hill-climbing. No sooner does some one find a steep and difficult incline, than the redoubtable Harry takes out his Rudge and tackles it. All cyclers know about Corey Hill, but they only know one side of it. Like a lawsuit, it has two sides, and the Brighton slope is steeper than but not so long as the Brookline side. The former has never, we believe, been ridden up until the other day, when he that is called the "King of Hill Climbers," went for the little mountain on his bicyclette and landed on top of the hill after a severe struggle.

We are Told.

THAT Potter & Collister, of Cleveland, have their eyes on the tandem records.

* * *

THAT Morgan lost his pocket-book while in Boston, and that there was something in it, more's the pity.

* * *

THAT the talk of an American team of racing men going to England is all talk. That none of the expelled L. A. W. men would be allowed to race with N. C. U. flyers.

* * *

THAT the six days' bicycle *v.* horses was a frost.

* * *

THAT Abbot Bassett has refused to referee the Prince-Neilson races.

* * *

THAT Elroy N. Heath, president of the Wakefield Club, is waking things up in his town.

* * *

THAT Lieut. Saben, of the M. Bicycle Club will soon commence housekeeping at Lexington. A tandem has been ordered.

* * *

THAT the Cambridge Club is growing very proud of Getchell.

* * *

THAT W. A. Rhodes has gone to Lynn to train.

* * *

THAT many headers were taken by the contestants in the inter-State contest last Saturday.

* * *

THAT Harry Corey has ridden up the Brighton side of Corey Hill on a Bicyclette.

* * *

THAT this side of Corey Hill is a good place for a club to hold a contest, and appear liberal by offering medals to all who succeed in riding to the top.

* * *

THAT it is rumored that both Rowe and Hendee have ridden well inside of 2.38 on the Lynn track.

* * *

THAT *Bell's Life*, in London, the oldest and at one time the leading sporting paper, has become incorporated with *The Sporting Life.*

* * *

THAT the League races cost the Massachusetts Division a pretty sum.

* * *

THAT Boston, if it is the cycling centre, is the poorest place in the country to run a cycle show or race meeting if an entrance fee is charged.

* * *

THAT Mr. Aaron does not mean to resign.

THAT it takes one all his time to keep track of who's who among the racing men, and

* * *

THAT even the innocent purist is liable to find he has competed with an A. C. U. amateur.

* * *

THAT Sam Wagner and Cregg Riddle, two bicyclers of Ada, Ohio, while riding at top speed, tried to pass in the same track.

* * *

THAT the result was a broken collar bone for Wagner and bruises for Riddle.

* * *

THAT the Boston Club men are swelling about with white straw hats all bound round with a green ribbon.

* * *

THAT it is a mystery how all the sporting and cycling papers keep going.

* * *

THAT Maine League members are to have a State division to occupy their time.

* * *

THAT an English wheel press man says the WORLD is "fields ahead of its old form."

* * *

THAT Kaufman has been frightening a "mettlesome colt" by riding one wheel through the streets of Birmingham, England.

* * *

THAT the *Cyclist* endorses our stand against a third class.

* * *

THAT Doane, of Dorchester took a header and sprained both wrists to avoid colliding with a horse on Columbus avenue the other day.

* * *

THAT Doane's brother fell from his tricycle through the breaking of his steering apparatus.

* * *

THAT John Williams has been mounting Corey Hill on a Rover, and that Kirk Corey has climbed up on a bicyclette.

* * *

THAT the RacingBoard has offered the three-mile championship to California.

* * *

THAT racing has received a black eye this season, but that matters will right themselves in good time.

* * *

THAT R. E. Burnett climbed Locke's Hill on a Victor, last Sunday.

* * *

THAT Frank J. Brown, of St. Louis, was fined $50 and costs for running into G. F. Baker while riding a tricycle.

* * *

THAT Maltby is astonishing the Californians by his trick riding.

THAT James Lennox, the holder of the Lands End to John O'Groat's bicycle record, started, 7 June, to break it.

* * *

THAT Alfred Nixon, the man who rides a good deal, but talks more, is after the tricycle record from Lands End to London.

* * *

THAT Howell intends to try and run twenty miles inside the hour on a tricycle.

* * *

THAT the League champions this year will be such only in name.

* * *

THAT Hamilton Park, New Haven, has been sold and will be cut up into building lots.

* * *

THAT the Montreal Meet, the first of July, promises to be a "buster."

* * *

THAT the Pennsylvania Club wants to know, and is going to find out, why the Lancaster Pike is not in proved.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

What Good is the League?

Editor Bicycling World: Can you inform me, a new member of the L. A. W., what that organization has ever done for New England? I joined the League this winter after hearing much talk about the "good of the sport" and "regulation of racing" and "assistance in touring," but I cannot find out how the League does these good things. The Racing Board have enforced one rule which they were specially ordered to enforce by the League, and what is the result? A howl of wrath from Maine to California. What the constitution and by-laws of the League are I do not know, because I have never seen them, none having been sent to me, nor has it ever been evident that any one knew or cared for the rules; but what I do want to know is this, Who is able to tell me of any place in New England which is now better, from a cyclist's point of view, for anything which has been done in that place by the League? I remember once seeing the League stencil on a signboard near Springfield; but what it was for I do not know, as there were no hills or houses or anything else within a quarter of a mile, while, with that exception, I have never seen any evidence of the League's existence except on paper.

All the votes of New York and Massachusetts being excluded in consequence of a stupid blunder made by a League officer, would seem to show a want of care somewhere, while the abusive style of answer cultivated by the editor of the *Bulletin* fails to convince me that that paper is the best channel through which to get information. To ask the editor a question about the League seems to excite his wrath and call forth a stream of such language as "ignorant questionings," "thick headed," "stupid," etc., etc, while a question on any other subject or a general remark as to League matters draws forth flowers of this kind "ridiculous question," "fully answered in previous numbers," "shallow carping," "utter fallacy," "will excite the pity and ridicule," and so on. Now, does being a League member absolutely exclude a man from the right to decent civility from a paid officer of the League? Must each member who does not have a file and index of the *Bulletin* die in his ignorance or be held up to ridicule if he tries to inform himself? Is it treason to the League to ask any questions about it, and must one praise it or else hold his tongue?

I think it would be much better to have either a New England division or a Massachusetts division governed by its own officers entirely. A division which is compact, of which the members have a community of interest, can do more good in a less expensive way than a huge, loosely connected organization like the League, even though the latter may have some zealous and able men in it. In England, a small, very thickly settled country, having good roads so that cyclists are very numerous in all parts of it, the system of a central executive and local centres has worked well, but it will not do in this country yet. The riders are too widely scattered, they are all riders it is true, but under very different conditions of laws, roads, public opinion, etc.; so much so that no comparison can be made.

Let such matters as are of interest to all riders alike — such as the "North Carolina case" — be taken up by all the divisions, if the local organizations are too weak to prevent such injustice being done, and the divisions should be so affiliated to one another that this could be done; but the appointment of a hotel in Maine as a League hotel is not a matter which concerns any one, except those who are likely to use that hotel. Then as to members, let the divisions take in any one they choose, professionals or not. The present system would be excellent if there was any outside pressure to keep riders together. If cyclists were generally imposed upon and restricted in the use of streets, etc., they could organize for mutual support and the size of the organization would not matter, but there is no such mutual support needed. — as a rule. As to funds, most men will subscribe more toward benefiting their own surroundings than toward improving other peoples'. When a special emergency arises in a district where there are few riders, and where the restriction proposed, if introduced generally, would seriously curtail cyclists' rights, such as forbidding them to use certain streets, etc., a subscription could be raised by all the divisions to pay the cost of fighting such a law in the courts.

To those who say, and truly, that many members would not subscribe under those circumstances, I reply that under the present *regime* many riders refuse to join the League at all, giving as a reason that the League spends a lot of money for nothing or for distant places that they do not care anything about, etc., etc. Trusting you may find room for this, I am

Yours truly, J. STYLES.

Albany Antics.

LAST Easter Sunday, seven members of the Albany Bicycle Club were riding along the Boulevard, Albany, N. Y. One of the party being some distance ahead met Mr. John Leddings driving. Mr. Leddings's horse shied, but without much trouble was gotten under control. The rest of the cyclists, seeing the difficulty at once, dismounted, and Messrs. Scattergood and Hall, who were on a tandem, came to a standstill on the extreme right of the road. Leddings whipped up his horse and, with a vile oath, declared his intention of riding down the gentlemen on the tandem. Just as the team was with fifteen feet, Scattergood raised himself out of the saddle, swung his cap and yelled at the horse. This had the desired effect, the horse refusing the job. As he passed, Leddings cut at Scattergood with his whip, striking him across the shoulders and about the hands, cutting the flesh badly. Two or three times did Leddings turn round and attempt to run the men on the tandem down, but without success. Leddings was arrested after some delay, and, on being accused, plead guilty, and said: "Yes, I struck him, and if I had had a pistol I would have shot him." He was promptly fined $10. Mr. Scattergood has commenced a civil action for $1,000 damages, and that he will get judgment there is no doubt.

The cool attempt of the associate members of the Albany Bicycle Club to kick the active members of that association out will meet with poor success, as should all such high-handed proceedings. The active members are about to take energetic action to protect their rights, and that they will be successful is the hearty wish of the WORLD and of all right-minded wheelmen.

The three-lap bicycle track at Ridgefield, Albany, N. Y., is a very good one indeed. The corners should be raised a trifle more, but the turns are easy and the surface such that very little rolling would make it very fast. With such a practice place, Albany should turn out some flyers.

The associate members of the Albany Bicycle Club threaten to "squander the money" of that club unless the actives agree to change the constitution so that bicycling shall cease to be the object of the club, and that the name be changed to "The Albany Club." The active

members very naturally kick against this arrangement. They will not change the name, and they will take prompt legal steps to prevent the associates from squandering the funds of the club as threatened.

CURRENTE CALAMO

In Summer.

It is now the golden season when all Nature seems to freeze on
To the happy wheelman's fancies, as he gayly rolls along;
When the blackbird in the thicket and the maiden at the wicket,
Waves her tennis racquet at him, or else cheers him with his song.
Now the colored marble mountain, called a soda-water fountain,
Fills the rider full of fizzle and depletes him of his dimes,
And at every pump he passes, down go forty-seven glasses,
Besides skirmishing for milk and eggs a score or so of times.
Where the path is cool nd shady, we are very much afraid he
Often stops to laugh and chatter with the school girls as they pass;
For in summer, when it 's sunny, scorching is n't very funny,
And cannot compare with *dolce far niente* on the grass.
Now the mediæval helmet is a fellow "hale and well met,"
And receives a careful chalking-up until it 's white as snow,
When with cabbage leaves it 's filled up (with a peck or so is filled up),
It is very comfortable, — but you do n't go in for show.
Now the youths built *a la* spindle seem to feel a longing kindle,
To exhibit on the highway in a set of jersey tights,
The attention which they capture fills their silly hearts with rapture,
But the comments, could they hear them, would occasion no delight.
Now the June bug waits its chances and victoriously prances,
Down the frantic riders throttle as with weariness he sighs,
While the omnipresent midget makes his nervous system fidget.
By committing self-destruction in its helpless victim's eyes.
Now the wat' ring-cart which meets you, with the spray shut off but greets you,
As you 're passing, with a cloud burst down your shoes, and on your wheel
Makes you slip a pedal quickly, by some circus actions slickly,
And the tender epidermis from your nose and hands to peel.
No, in summer, when it 's sunny, scorching 's anything but funny,
And the wheelman who is knowing may well substi. tute this plan:
Take a hammock and a duster, and just go upon a buster,
With Havanas, a mint julep, and a full-grown palm-leaf fan. PEDALS.

FIGHTS.

A. C. U. *v.* L. A. W.

DUCKER *v.* Bassett.

BASSETT *v.* Ducker.

Yale Bicycle Club *v.* Bassett.

BASSETT *v.* the M. A's.

POPE *v.* Overman.

OVERMAN *v.* Pope.

COREY *v.* Corey Hill. Verdict for the plaintiff.

COREY HILL *v.* struggling wheelmen.

POTTER and Boggis *v.* Lynn Track Association.

WHAT a list of fights and suits.

AND still the average wheelman gets some fun out of his wheel,

AND does not worry much about who wins in these contests.

THE *Wheel* devotes its issues to special purposes now. Last week the clergymen had the call. We wonder when it will devote an issue to cyclers?

PRESIDENT HODGES and some Boston club men have been touring along the Connecticut. They promise us an illustrated account of their trip.

We understand that the three-mile League championship will be run off this year in California. Next year it is rumored that Alaska will be favored.

FOR any real exciting item of news other than those relating to the promateur question, we will pay a liberal price. A lively scandal — an assault or an elopement — would command a good price.

ROBERT CRIPPS, who made many friends here last year, has been trying his feet at running, but did not do well, and now says foot racing is a lot harder than cycling. No one will dispute him there.

WE don't know, but we have a sneaking notion that a little more attention paid to touring matters by the L. A. W. would please the ninety and nine.

A CORRESPONDENT calls our attention to the fact that Mr. Ducker, although actively upholding the A. C. U. and working against the League, is the Chief Consul for Massachusetts of the latter organization. Another complication.

NEXT week we shall give a full account of the Lynn races yesterday. For the sake of our readers, we wish our issues were every day.

Now that the Brighton side of Corey Hill has been ridden, we expect there will be a new exodus of enterprising wheelmen to Corey Hill. Coon, of Troy, says the Brookline side is interesting enough for him.

No one will complain that the last week's *Bulletin* was not big enough We note that it devotes a page to the WORLD, but really we have not had time to read it carefully. We beg Mr. Aaron's pardon, we will read it.

WE see by the New York papers that Reilly — not he that kept the hotel, but the professor of that ilk — has completed his arrangements for his European tour. His party will sail 3 July on the "City of Berlin," and have a high old time wheeling on the roads of the Old Country. We wish them a jolly good time and *bon voyage*.

IF there is any one who has not a vivid enough recollection of the Meet, and would like to refresh his memory by a photo, let him write to Dr. Kendall. The doctor has plates taken by himself of the Corey Hill climb, some of the races on the Union Grounds, the officials, and the start of the Prince-Neilson procession. They are all good and can be obtained for what it will cost the doctor to print and mount them.

Cuttings and All Sorts.

THE handbook of the Ohio Division of the L. A. W. for 1886, compiled by T. J. Kirkpatrick, is out. It contains about 150 pages of information concerning roads, hotels, consuls, records, transportation, constitution and by-laws of the L. A. W., etc. A large map of Ohio accompanies the handbook, giving rail and main wagon roads. The book is for sale to League members only. It is handsomely and strongly bound in flexible covers, and should find its way into every cyclist library. Price $1, including map. Address, T. J. Kirkpatrick, Chief Consul, Springfield, Ohio.

THE Rudge Humber tandem is destined to be one of *the* tandems the coming year. Its immense popularity in England has already foreshadowed its career in this country.

I DON'T object to being kicked out," said the offensive partisan, "but I'd like to know why I've been kicked." — *Phila Call.*

BURLEY B. AYERS, of Chicago, one of the most popular and best-known wheelmen in the United States, writes: "My Rudge light roadster arrived to-day, and is the acme of grace and elegance. It is the best hill climber that I have ever ridden.'

COUNTRY bride (looking over the bill of fare) — "John, what's Patty de fee grass?" Groom — "Sh! Don't talk so loud, or people'll think we're ignorant. It must be French for celery."

WHILE in Boston, both Captain W B. Brewster, of the Missouri Bicycle Club, of St. Louis, Mo., and Sanford Lawton, Secretary of the Springfield Bicycle Club, of Springfield, Mass., were smitten with the appearance of the Rudge light roadster, and each of these gen lemen took one home with him when he left.

S. T. CLARK, we understand, sold all the Rapids he brought on to Boston for the cycleries.

WE have had sent to us what purports to be a finding of the court in the Pope Manufacturing Company *v.* St. Nicholas Toy Company cases, by which it appears that the cross bill of defendant is dismissed, and that the licenses of the complainants are sustained, and that the defendants are ordered to pay to the Pope Manufacturing Company $8,707.91.

LAKE VILLAGE, N. H., June 14, 1886.

Messrs. STODDARD, LOVERING & CO.,

BOSTON.

Gentlemen,—Some time ago, when I was looking around for a machine, I heard of your American Rudge, and after carefully examining its specifications, thought I would try one. To say that I was pleased does not half express my feelings, for I had no idea it was such a good machine for the money. There are a number of machines in this vicinity for which much higher prices have been paid for the same grade of machines of other makes, and they do not compare with mine for easy running and finish.

I think the Rudge Bearings are the best bearings that are made, and I consider the American Rudge the handsomest and best machine in the town. I thought at first it was going to be like some of the cheaper makes, but I have been agreeably surprised, and would not exchange mine for one of another make costing $15.00 more.

Yours very truly,

Arthur E. Read.

No Dealer or Repairer can afford to be without our Catalog,

AS WE MAKE AN EXTENSIVE LINE OF

SUNDRIES,

SUCH AS

TOOLS, LAMPS, BELLS, ETC.

THAT CANNOT BE PURCHASED ELSEWHERE.

Then, too, our Youth's Bicycle,

THE AMERICAN IDEAL,

Has become so thoroughly well recognized as the standard machine of its class, that it is almost impossible to sell an intelligent youth anything else.

The fact that our factories are tested to their utmost capacity,—working overtime at that,—can leave no doubt in the mind that

THE AMERICAN CYCLES ARE THE BEST.

So apply at once for the prettiest Catalog in the trade, to

GORMULLY & JEFFERY,

CHICAGO, ILL.

Antique and Horrible Parade.

THE Newton Bicycle Club and the Nonantum Cycling Club will join forces this year, and give the Antique and Horrible parade which has come to be looked upon as a Fourth of July fixture. It will be held this year on Monday, 5 July.

The start will be made from Cycle Hall, Newtonville, at 6 A. M. The route of the parade will be over about eight miles, in all, of Newton's "sand-papered" roads, and returning to Newtonville, where a breakfast will be served to *those participating*. Wheelmen are expected to appear in fancy dress, and it is particularly requested that nothing will be worn that may in any way unpleasantly impress the spectators.

Costumes may be forwarded in care of the Nonantum Cycling Club, Newtonville, via Boston & Albany Railroad, or by Hunting's, Parker's, Patch's or Thompson's expresses, prepaid, prior to 5 July, plainly marked with owner's name, and the same will be cared for by the committee.

Please notify Mr. W. E. Wentworth, 50 Franklin street, Boston, or Mr. P. L. Aubin, 9 Bosworth street, Boston, of the approximate number to be expected from your club, on or before 28 June.

If you want fun don't forget to take in the Newton antique and horrible parade. There is not much that is antique about it, but it is horrible and no mistake. Stall will be there. He is always there. The screamer will be heard. It is heard every where. The Boston Club will be there with a lavish supply of cannon crackers, and there will be lots of other queer things to be seen and heard. Fourth of July would be a cold day without the Newton display of monstrosities on wheels.

JUST as we are about to send our "make up" to the printers, we receive a circular from the *Mirror of American Sports*, announcing that its suspension is a temporary one only. It is too bad. We had the *Mirror* smashed, and the pieces in the ash barrel, ready to be carted off and dumped in their final resting place. We object to this sort of thing. This sitting up in the coffin and scaring the mourners is played out.

RACING MEMS.

Yale College Races.

THE first day's racing of the Yale Bicycle Club was held under favorable circumstances. Fair field of starters, pleasant weather, moderate attendance, and a hard but bumpy track, is the summary of conditions. The rules of the A. C. U. prevailed, except in the race for the Pope cup, when the L. A. W. governed. There were several new men appeared, and they will be promptly suspended or expelled, according as the punishment fits the crime.

First race. One mile open. Geo. Weber, C. B. Adams, of Springfield, W. A. Rowe and C. E. Whitten, of Lynn, were the only starters from a large list of entries. Adams went off with the lead, but could not hold, and neither could Weber, for Rowe landed a winner in 3.04-5, with Weber second, 3.01.

The next event was a tandem race. A. W. Ives, of New Haven, and G. G. Knapp, of Auburn, N. Y., manned a Humber, while A. N. Welton and W. Frisbie made up the other crew. The Humber men won with ease, in the slow time of 3.51 3-5.

E. A. De Blois, of Wethersfield, John Illston and F. G. Warner, of Hartford, A. B. Rich, of New York, G. B. Buxton, J. A. Hubbard, L. A. Miller, and H. H. Stockder, of Meriden. A. W. Ives, of New Haven, and S. Carleton, of Yale College, turned out for the mile handicap, in which the starts were well allotted. F. G. Warner (12 sec.) winning; L. A. Miller, scratch, second; Ives (8 sec.), who took a header at the finish, third. Time, 2.56.

In the three-mile record race Hendee and Weber had to fight it out alone, Hendee drew away and finished in 8.52, Weber coming in in 9.31 2-5.

F. G. Warner, G. B. Buxton, and O. S. Carlton made their entree in a two-mile novices' race, finishing in the order named, in 6.43 2-5.

The starter proved to be a stopper, as he got in front of Adams and Whitten, in the two-mile handicap, bringing them both down. W. F. Knapp, of Denver, won first place from scratch. Whitten fainted, but Adams managed to pick himself up, and qualify for second place, 6.29.

The race for the Pope cup brought John Illston, F. G. Warner, and A. B. Rich, to the scratch. Hunter, who has won the cup twice, was entered, but did not start. Rich won, with Illston close up, in 1.10.50 2-5. This ended the first day.

SECOND DAY.

Although the weather was perfect, the attendance of spectators was very small, it being stated that not over six hundred people turned out to see the races.

The three-minute class race for one mile had for its starters, E. A. De Blois. E. S. Horton and H. H. Stockden. De Blois won easily, with Horton a poor second. Time, 2.58 3-5.

The five-mile record race was contested by Hendee, Weber and Illston. Hendee cut out the pace and won handily in 15.23. Weber, second, Illston not in it at the finish.

F. A. Clark, of Plantsville. W. Randall, of Seymore, and W. F. Graham, of Meriden, Conn., were the only starters in the half-mile boys' race. Randall came in first, but was disqualified for on a foul, and Clark was adjudged the winner in 1.35; Graham second.

In the three-mile open, Rowe, Knapp and Weber had a hot race. Rowe winning by a few yards, in 8.55 1-5; Knapp, second; Weber, third; last half mile, 1.21.

YALE BICYCLE CLUB RACE.

S. Carlton, 3.25 4-5; J. S. Kemp, (2); C. B. Patterson 3.

THREE MILE HANDICAP.

E. A. De Blois (20 sec.) 8.53 4-5; J. S. Kulp (20 sec.) 9.13; H. H. Stockder (10 sec.) 9.20.

Wakefield Road Race.

THE Wakefield Bicycle Club is coming to the front as a pushing organization, and last Saturday held its first twenty-five mile road race. J. C. Clark, L. M. Beebe, A. E. Atherton, E. A. Wilkins, H. R. Emerson, J. E. Coombs, F. C. Patch. and J. L. Wenzel, entered and waited for Capt. Burrill to give the word "go." They were sent off about 4 o'clock from the Rockery. The course, which lay along the eastern part of the town, through Reading and return, had to be traversed three times to make up the distance.

On the first circuit, the men were well bunched, Beebe having the lead, Wenzel went off the route and so retired. Emerson obtained a long lead on the second lap, and crossed the line for the second time, well ahead. On the third lap the men struck into a hot pace, and five miles from home, Clark's pace-maker pulled him ahead about one-eighth mile. Emerson responded, however, and Clark, to do his best, could not increase his lead. On the contrary, Emerson cut down the gap at every turn of his wheel, and crossed the line at a tremendous pace, eight seconds behind Clark, the winner; time, 1 h. 48 m. 5 s. Coombs third, Patch fourth.

The prizes were: First, $30 gold championship medal; second, an elegant water set; third, hub lamp; fourth, stop watch.

While the club men were away on their run, Capt. Burrill started a boys' race of five miles, open to any of the young riders of the town, and the starters were Cyrus Clough, Dana Richardson, R. Eaton, and G. Cann. From start to finish the boys were well bunched, and crossed the line as follows: Clough, Cann, Richardson, and Eaton. Clough's time was 31 m. 25 s., and he took the first prize, a silver medal, Cann taking the second, a pocket-knife.

Racing Gossip.

HUNTER desired to race for the Columbia prize cup, but his entry was refused. — *Globe*.

THE Melrose Club has planned some road races for 5 July.

D. EDGAR HUNTER, of the Salem Club was entered, and I turned to a man inside on cycling matters, and asks why he was not in the race, for he wants the cup badly, and one more victory will give it to him. "Pope won't let him," was the laconic response. No doubt it is so. That cup is to be raced for, not won. — *Springfield Republican*.

AT the last accounts before going to press, it was settled that the Prince-Neilson match race was to be run at Lynn yesterday.

HUNTER complains of shabby treatment in regard to the Columbia Prize Cup. He says that as soon as he entered at Lynn, the Cup was withdrawn, and that his entry was refused at New Haven.

THIS is the rule finally adopted by the A. C. U.:—

An amateur wheelman is any person who has never, either in public or in private, raced or exhibited his skill for a public or for a private stake, or for a purse, or for gate-money, and who has never contended under a false name, and who has never backed or allowed himself to be backed, either in a public or in a private race. A professional wheelman is one who, at any time, in any degree, has violated his amateur standing as defined above.

IT is said that at last the two-mile Intercollegiate record has been cut down. It is now held by C. B. Keen, of the University of Pennsylvania, in 6.1 3-4.

As is customary the good city of Boston will give the usual medals for bicycle races on Boston Common, 5 July. The following is the programme: One-mile amateur, three-mile promateur, two-mile amateur, one-mile tricycle, three-mile amateur.

IT will be noticed that there is a race for the promateurs, but we opine there will be no starters.

As has been the custom for many years, the track is announced to be better than ever before, and to be put in good condition. Probably the track will, as a matter of fact be no better than it has been in previous years.

THE Springfield Club will hold a handicap road race for members, from Springfield to the Suffield House and return; distance, twenty miles. Westervelt, Whipple, Eldred, and Adams, will start from scratch.

THE races at the Canadian Wheelmen's meet the first of July, will be run under rules same as the League's.

KING'S COUNTY WHEELMEN'S races come off tomorrow. No announcement has been made as to what rules will be used.

THURSDAY being a holiday, we are compelled to let the Brockton races lie over until next week.

THE great fall meeting and fair of the Kansas City Inter-State Fair will occur 13, 14, 15, 16, 17 and 18 September, 1886. Full particulars can be obtained by writing Ed. H. Webster, secretary.

On Saturday, 29 May, at the Gainsborough C. C. race meeting at the Crystal Palace, London, some race records went under. P. T. Letchford went for the half-mile tricycle record made the week before by Inglis, and succeeded in cutting it 4.5, his time being 1.26 4-5. Speechly lowered his own quarter mile record from 39 to 38 2-5; and E. M. Mayes, the same afternoon, tied this. At Cardiff, 28 May, E. Oxborrow rode a Rover safety, the full mile in 2.57. This is record for safeties, we believe.

A cordial invitation is extended to all wheelmen to attend the third annual Race Meet of the Trojan Wheelmen, to be held at Rensselaer Park, 23 June, 1886. Also, to take part in the following open events:

One-mile novice, two prizes.
Three-mile Rensselaer Co. championship, one medal.
Three-mile club championship, one medal.
One-mile open, two prizes.
Two-mile open, two prizes.
Five-mile open record, three prizes.
One-mile club, two prizes.
Two-mile team, Troy and Albany.
Consolation.
Fancy riding.

A number of unique and fancy prizes are offered, also gold and silver medals of new and original designs. Entrance fee, $1.00 for each race. Races called promptly at three o'clock P. M.

Address, W J. WYLEY,
Chairman of Racing Committee.

WHEEL CLUB DOINGS

Correspondence, points, and suggestions from the cyclist's point of view will be received and appreciated by the Editor and the readers of the World.

The East Cambridge Cycle Club will take its usual two days' outing very soon. The destination is Salisbury Beach.

The Roxbury Bicycle Club was organized a week ago, with eighteen members, and the following officers: President, W. H. Emery, M. D.; captain, John S. Lowell; secretary, B. W. Potts; treasurer, W. T. Johnson. Its headquarters are 1177 Tremont street.

All the daily papers say that the "South End Girls" of Hartford, have formed a tricycle club, so it must be so.

E. H. Wiggin is captain, and George Thompson secretary of the new club just formed in Malden.

Sunday's rain spoiled many a club run hereabouts. Nearly all the local organizations had planned trips.

The Boston Club's lease having expired and a renewal being impossible, the club is now house hunting, but hopes to build ere long.

The longest club run so far this season was taken yesterday by the Ramblers' Club, who made the trip to the county line and back, a distance of sixty-four miles. Despite the heat and dry, bad roads, the ride proved quite interesting, especially to half a dozen of the new members who were given their first experience with hard road riding and who acquitted themselves admirably. Not a wheel or a rider was injured in the long ride. —*Post Despatch.*

At the annual meeting of the Meriden Wheel Club, held 9 June, the following officers were elected: President, T. S. Rust; Captain, Wm. Collins; Secretary, H. G. Miller; Treasurer, J. E. Brainard; First Lieut., L. A. Miller; Second Lieut., F. A. Stevens; Color Bearer, A. D. Sanford; Bugler, W. L. Loomis.

The Junior Wheelmen, of Baltimore, has re-christened itself the Mercury Wheel Club with the following management: Wm. Hillis, president; W. C. Crawford, secretary and treasurer; J. Hanway, captain; C. P. Brigham, lieutenant; R. Mohuind, color bearer; W. C. Crawford, bugler.

Owing to absence in Europe, Mr. C. F. Cossum has resigned the secretary-treasurership of the Ariel Wheel Club. At the regular meeting of the club, Tuesday evening, 8 June, Mr. Frank J. Schwartz was elected to fill the vacancy.

The St. Louis Ramblers have issued a neat schedule of runs for the season.

The Massachusetts Club arranged a most attractive programme of runs for this week: Tuesday, moonlight and supper run; Wednesday, to Brockton; Thursday, to Downer Landing, and to-night, a moonlight run over the club's tricycle course. During July and August the club will have Saturday runs leaving the club house at 3 P. M.

The Connecticut Club has fixed 8 and 9 September as the dates of its annual race meeting.

We have received entry blank for the races to be held in Detroit, Mich., on the occasion of the fourth annual State Division Meet, 24 June. The ten-mile L. A. W. championship will be run off. L. A. W. rules to govern, so A. C. U. men will do well to keep away.

A "racquet, or moonlight ride" on the river will be one of the features of the Meet; but whether marine bicycles are to be used is not stated.

The Meriden Wheel Club has arranged for a twenty mile championship club road race to be run off on 26 June. The course will be from Meriden to New Britain and return. It is open to all clubs in Connecticut to enter a team of three men. Only L. A. W. amateurs admitted. Entries close with H. G. Miller, secretary, 22 June.

FIXTURES

June.

19 Saturday.—King's County Wheelmen annual race meet, Brooklyn, N. Y.
Brooklyn Bi. Club, moonlight to Brighton Beach, club room 7 P. M.
20 Sunday.—St. Louis Ramblers to St. Charles and return.
Cambridge Club, 10 A. M., to Spot Pond, 3 P. M. run to Chestnut Hill.
21 Monday.—Brooklyn Bi. Club annual dinner.
24 Thursday.—Michigan L. A. W. Division meet at Detroit, ten-mile L. A. W. championship race.
26 Saturday.—Capital Club races, Washington, D. C.
Newton Club, 3 P. M., Eliot Block run.
Meriden Wheel Club twenty-mile championship club road race, L. A. W. rules.
27 Sunday.—Brockton Bicycle Club to Massapoag House.
St. Louis Ramblers 100-mile run to Clarksville.

July.

1 Thursday.—C. W. A. meeting, Montreal, three days.
3 Saturday.—Suffolk Wheel Club, three days' tour commences, along the North Shore.
World's Pastime Exhibition, Chicago, Ill., opens for 100 days.
Inter-Club trace, between the Kings County and Elizabeth Wheelmen.
Illinois Division meet, Chicago, Ill.
Massachusetts Club, 3 P. M., run.
5 Monday.—Binghampton Bi. Club, fourth annual meet.
Caledonian Club, Springfield, Mass., race meet, under A. C. U. rules.
New Hampshire Division L. A. W., Portsmouth.
L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.
Boston, city of Boston races on the Common. Special race for m. a. s.
Springfield Bi. Club, 20-mile road race.
Melrose Bi. Club road races
Newton Antique and Horrible parade.
9 Friday.—Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.
11 Sunday.—Brocktons to Nantasket.
15 Thursday.—Inter-State Tournament, at Youngstown, Ohio.
25 Sunday.—Brocktons to Natick.

THE
Columbias at New Haven.

NEW HAVEN, 11, 12 JUNE.

Every Open Event

WON ON COLUMBIAS.

1-Mile Open,
1st, W. A. ROWE.
3d, C. E. WHITTEN.

3-Mile Handicap,
2d L. A. MILLER.

3-Mile Open,
1st, G. M. HENDEE.

2-Mile Novice,
2d, G. B. BUXTON.

2-Mile Handicap,
1st, W. F. KNAPP.
2d, C. P. ADAMS.

20-Mile Columbia Cup,
1st, A. B. RICH.
2d, J. ILLSTON.

1-Mile, 3.05 Class,
1st, E. A. DeBLOIS.
2d, E. S. HORTON.

5-Mile Lap,
1st, G. M HENDEE.
3d, J. ILLSTON.

1-2-Mile Boys',
1st, F. A. CLARK.
2d, W. F. GRAHAM.

3-Mile Open,
1st, W. A. ROWE.
2d, W. F. KNAPP.

3-Mile Handicap,
1st, E. A. DeBLOIS.

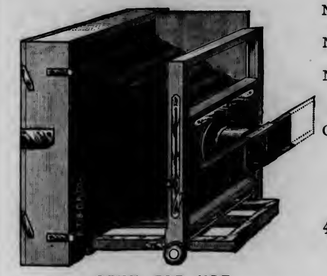
CATALOGUE SENT FREE.

THE POPE MFG. CO.
597 Washington St., Boston.

Branch Houses: 12 Warren St., New York; 115 Wabash Avenue, Chicago.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6½ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



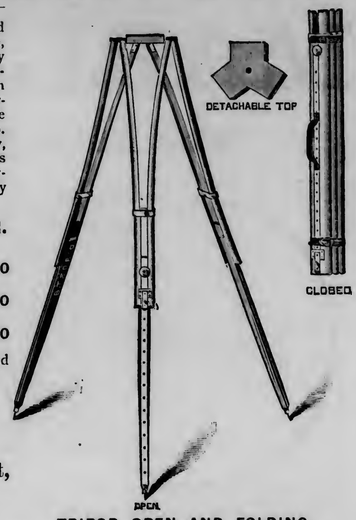
OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.
OFFICE AND FACTORY,
471, 475 and 477 Tremont Street,
BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

PHOTOGRAPHS OF THE CYCLERIES

Can be had by applying to the "BICYCLING WORLD."

179 TREMONT STREET - - - - - - BOSTON.

Price, $2.00. Size, 9x14.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

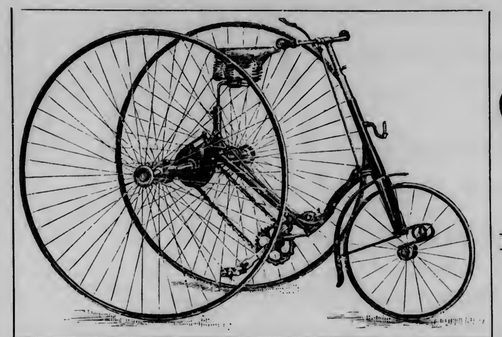
SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON.

PHOTOGRAPHIC

Photographic Notes.

YES, I've gone at that potash business, and am not only delighted at my success, but with the developer as well. Of course I know it's nothing specially new, yet it is not all that largely used. Doubtless, experiences differ, for I fail to see any disadvantages at all, save it be the slow development. And, on consideration, even that has its advantages. To sum it up briefly, and laying more than equitable stress on the *con* side, it comes out as follows. Advantages: —

1. Great power in development, both in over and under exposure. An under-exposed plate can be pushed much further than with ammonia, without fear of a fog; and as regards instantaneous work, I believe this developer to produce good round plucky negatives, when ammonia would only give ghostly images.

2. The solution can be used over again, and more than once. I have got six excellent whole plate negatives with four ounces of solution.

3. The potash is stable, and one can rely on its keeping to the full strength, whereas ammonia is about as uncertain as — well, as a road record.

4. Negatives free from fog, very clear shadows, and of an excellent printing color.

5. Very slight staining of fingers, practically none; for if citric acid be used in the mixing, merely dipping the tips of the fingers in, it will cleanse the light colored stain completely.

6. Solutions always ready made up, and neither the pyro nor potash appear to deteriorate.

Whilst, on the other hand, and it seems almost a shame to have any other hand: —

1. Trouble in first making the two stock solutions.
2. Slowness of development.

Now, if the first be found too much trouble, the particular amateur, to put it mildly, is darned lazy. And slowness in development? Well, I've got rebutting evidence against that being a drawback. It produces better negatives, and allows one to leave the tray to itself for a time. Let us sensitize a plate in our mind's eye — this is, of course, figuratively speaking, for our mind's eye is not big enough, and if it were, we have not got one to put the plate in — but come, this is a digression. Now put it in the dark slide, or head — I mean one head only — draw the shutter and take off the cap, *i.e.*, open the mouth and take off our hat — again, one hat only. Develop, and what have we? A photograph of a man developing with a quick developer. Mark the glasses round with solutions ready, for he hasn't time to measure them if required. His feet firmly planted on the ground, because if he should slip, the plate would spoil ere he recover himself. Mark his staring eyes and firm clutch of the tray. Don't speak to him too qickly — you may ruin his masterpiece. Talk to him of the heaven's blue celestial sky, of Nature's ever changing face, of the fair greensward, of sea and foam, of lightning's vivid powers, of fern and plant and flower. He answers not. He canna. Speak to him of another place of another color, where return tickets are unknown, of mysteries and ghosts, of phantoms weird and wild, of phantasies of lurid light. And still he answers not. He dauna. Refer in gentle tone to love of home, of friendships deep, of love's sweet dream. Ah! you touch him now — he speaks — listen. "By gum! more bromide." N. B. — This photograph is registered under R. E. Phillip's Patent, Copyright, Trade-mark, Hall-mark and Married Woman's Property Act. But now to business. The formula is that given by that very popular American gentleman, Mr. Beach.

No. 1.

Warm distilled water	2 oz.
Sulphite soda	2 "
When cold, add	
Sulphurous acid	2 "
Pyro	¼ "

No. 2.

Warm distilled water	4 oz.
Carbonate of potash	3 "
Warm distilled water	3 "
Sulphite soda	2 "

Mix the potash and soda solutions when cold. It is important to have the sulphite thoroughly dissolved. A good plan to aid it is to have the solution in a cup, and stand that in hot water. The two solutions will work almost better after being allowed to rest for a day before use. For correct exposure, use one dram of pyro, three-quarter dram potash to two ounces water. Over-exposure requires more water, say three ounces to four ounces. Under-exposure needs equal parts of the two solutions to the ounce of water. If uncertain, start with the quantities for over-exposure, and if not too under-exposed the adding of potash by the drop will do the trick. If, however, found very much under, make the solution up to one and a quarter parts potash, and one part potash, and one 1 part pyro to one ounce of solution; or else pour off the solution and make a fresh one at that strength.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.
Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois. — L. W. Conkling, 108 Madison street, Chicago.
Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.
Maryland. — S. T. Clark, 2 Hanover street, Baltimore.
Missouri. — W. M. Brewster, 309 Olive street, St. Louis.
New York. — Dr. A. G. Coleman, Canandaigua.
New Hampshire. — W. V. Gilman, Nashua.
New Jersey. — L. H. Johnson, Orange.
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa. — S. B. Wright, Oskaloosa.
Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: S. A. Smith, Brown, Shipley & Co., London, England; G. B. Goldschmidt, 55 Broadway, New York, N. Y; John T. Starr, Coldwater, Mich.; Wm. T. Hardenbrook, 261 West 92d street, New York, N. Y.; Wm. E. Mayer, 7 Park St., Boston.

HAND BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

The Amateur Question. Important Notice.

To avoid possible misconception, the members of the American Division are warned, that while they are not denied full liberty of membership in any other organization, the definition of an amateur as established by the N. C. U. of Great Britain, and the L. A. W. of the United States, has not been changed, and must continue, unless altered, to control the conduct and actions of those members of the C. T. C. who may appear upon the racing track as contestants. As every member of the C. T. C. in this country has, with his application for membership, signed an agreement to observe the above, intended violations should always in honor be preceded by resignation from club membership. Violations not so preceded must necessarily be dealt with as provided in rules 51, 53, and 54. (See hand-book.)

FRANK W. WESTON,
United States Chief Consul.
SAVIN HILL, BOSTON, MASS., 1 June, 1886.

Ask your Newsdealer

FOR THE

BICYCLING WORLD,

Five Cents,

EVERY FRIDAY.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."

Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE WORLD

One Dollar

A YEAR.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

FOR SALE. — One 45-inch new model silent ratchet Star bicycle, new machine. ROBERT PALMER, JR., Noank, Conn.

FOR SALE. — One 50-inch bicycle, first class machine, good as new, ball bearings all around; price $90; cost $125. WM. THOMAS, Gazenovia, N. Y.

FOR SALE. — One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POITER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS. Chicago, Ill., or, WM. C. DANIELS, Napierville, Ill,

FOR SALE. — One 50-inch Victor bicycle, new, $100; one 50-inch British Challenge, warranted good as new, $75; one 52-inch Rudge Light Roadster, new, $115. One 1883 Victor tricycle, good condition, $50. CAPITAL CYCLE COMPANY, Washington, D. C.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondnnce and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Williamantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Orient Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind May be put in pocket when not in use. By mail, seventy five cents and one dollar. C. H. LAMSON, Portland, Me.



✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS: FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 * * Finely-Executed Lithograph Portraits * * 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.	M. V. J. WEBBER.	W. F. KNAPP.	N. M. BECKWITH.	W. C. MARVIN.	A. H. OVERMAN.
W. A. RHODES.	P. FURNIVALL.	J. G. HITCHCOCK.	A. BASSETT.	THOS. STEVENS.	A. A. POPE.
L. D. MUNGER.	R. CRIPPS.	L. B. HAMILTON.	J. S. PRINCE.	B. B. AYERS.	W. S. ATWELL.
E. D. HUNTER.	R. CHAMBERS.	WM. A. ROWE.	FRED WOOD.	W. W. STALL.	A. G. SPALDING.
W. H. HUNTLEY.	E. F. LANDY.	L. A. MILLER.	R. HOWELL.	C. A. HAZLETT.	H. B. SMITH.
F. P. KENDALL.	F. R. COOK.	GEO. E. WEBER.	W. M. WOODSIDE.	H. J. HIGH.	H. W. GASKELL.
C. H. POTTER.	G. M. HENDEE.	WM. E. CRIST.	R. A. NEILSON.	C. E. KLUGE.	S. T. CLARK.
C. E. PRATT.	N. H. VANSICKLEN.	H. D. COREY.	R. H. ENGLISH.	A. B. RICH.	W. B. EVERETT.

E. P. BURNHAM.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

BUY PAPA WESTON'S LOG BOOK.

$1.25. $1.25. $1.25. $1.25.

BICYCLING WORLD CO., 179 TREMONT STREET, BOSTON, MASS.



ST. NICHOLAS TOY CO.

MAKERS OF

American Wheels.

THE CENTAUR.

A Strong, Durable, and Handsome Roadster. *Built for Service.* No Weak Points. All Sizes.

The YOUTH'S and JUVENILE APOLLO

The Best Bicycles for Youth and Boys made.

ALSO, MAKERS OF

GIRLS' TRICYCLES (Three Styles), BOYS' VELOCIPEDES, and SUNDRIES.

SEND FOR CATALOGUE OF OUR WHEELS.

ST. NICHOLAS TOY CO.

784 to 794 Madison St., Chicago.

NOW

IS THE TIME TO USE

ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. U. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✲ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents.

BICYCLING WORLD COMPANY.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7 00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. C. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON

ILLUMINATING

AND

LUBRICATING OIL.

The Best in the Market. Satisfaction Guaranteed.

MADE BY

W. K. MENNS - - - EVERETT, MASS.

For Sale by the Principal Dealers.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very Low Figures.

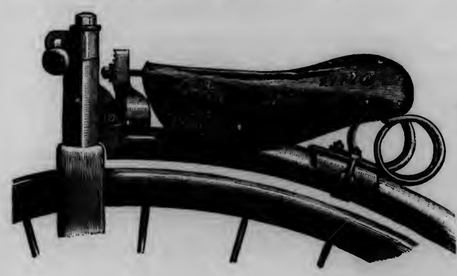
REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 Court Square, Boston, Mass., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.



HAVE THE BEST!

SEND FOR DESCRIPTIVE CATALOGUE OF

WONDER SADDLE and SPARKBROOK CYCLES

McCOY & WILLIAMS,

24 and 26 Mechanics Street - - - NEWARK, N. J.

SALESROOMS, 573 MAIN ST., ORANGE, N. J.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulders and down each leg. It has a sliding buckle with slide for same, and which can be tightened by a spring, to an instant without inconvenience.

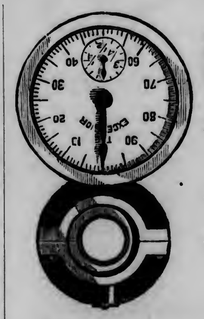
PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our

CYCLING GOODS.

HOWARD A. SMITH & CO., Successors to ZACHARIAS & SMITH,

Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.



THE

NEW EXCELSIOR CYCLOMETER.

(Patent applied for.)

It registers 1000 miles.

It reads from the saddle.

It is accurate.

It has interchangeable lamp attachment.

It handsome is and handsome does.

PRICE, $10.00.

READY FOR DELIVERY JULY 1.

Manufactured by FRED. JENKINS,

21 PARK ROW (Rooms 65, 66, 67) - - NEW YORK.

The "Old Reliable" still further improved.

New York Agent for the New Rapid Bicycle.



YES!

YES!



YES!

YES!



This is all Solidly True. Get Price List and Read about it. Mention this Paper, and Write to

J. WILCOX - - 33 Murray St. - - NEW YORK,

OR TO

DOWNES & WOODWARD, Agents,

23 WATER STREET, BOSTON.

AGENTS WANTED.

THE WORLD

One Dollar

A YEAR.



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines.

DIFFICULT REPAIRING A SPECIALTY.



COLD L. A. W. BADGE PINS.



$2.50 to $10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington Street. Will be on exhibition and sale at the Boston Clubs' Show at the time of the League Meet.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

P. KOHNLE,

PARTS, FITTINGS and SUNDRIES

SECOND-HAND BICYCLES. NICKEL PLATING.

111 E. Second St., Dayton, O.

Difficult Repairing a Specialty. Brazing, Fitting, Nickelling and Enamelling. Write for Prices and Save Money.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "Home School for Physical Culture," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

TRICYCLES ON INSTALMENTS.

Compressed Tires,

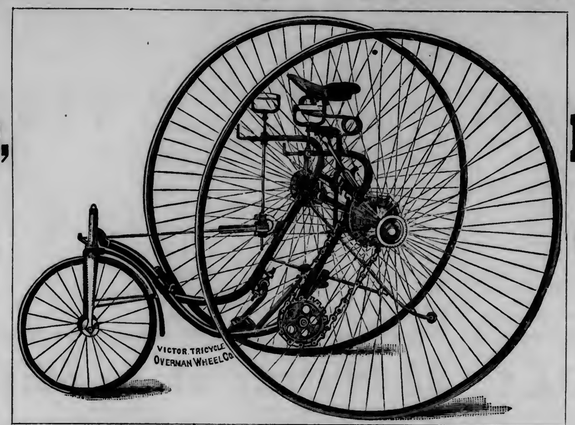
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

VICTOR TRICYCLES.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

CAN BE BOUGHT on these Terms: $50 Cash, and $75 to be paid $10 per Month.

We will sell only a few on these terms, to reduce Stock. Good references will be required.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

CYCLING LITERATURE AND PERIODICALS.

FOR ANYTHING ON THIS PAGE, SEND TO

BICYCLING WORLD CO., 179 Tremont Street, Boston, Mass.

THE GREAT S—

Xmas Number of the Cyclist.

14 Full-Page Lithographs. 43 Portraits.

INTERESTING TEXT.

By Mail, 50 cents.

OUR CAMP

Xmas Number of the Cyclist

FOR 1884.

Nearly a hundred illustrations and three supplements By the authors and artists who gave us the Great S—

By Mail, 25 cents.

HEALTH UPON WHEELS.

By W. GORDON STABLES, M. D.

CONTENTS.—What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter.

By Mail, 50 cents.

CORTIS ON TRAINING.

By H. L. CORTIS, M. D.

The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

CLUB SONGS.

A Collection of Club Songs, by A. S. HIBBARD ARTHUR YOUNG, and T. S. MILLER.

By Mail, 25 cents.

The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word*.

INTERESTING AND FULL OF HINTS.

Bicyclists' Indispensable.

By HENRY STURMEY.

All issues of this work are now out of print. The ast was issued in 1882. A new volume was promised or 1885, and will be sure to come in 1886.

Tricyclists' Indispensable.

BY HENRY STURMEY.

The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices:—

	Mail.	At Office.
1882 - -	25 cents.	15 cents.
1883 - -	25 cents.	15 cents.
1884 - -	25 cents.	15 cents.

Safety Indispensable.

BY HENRY STURMEY.

A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories.

By Mail, 30 cents.

ROAD BOOK OF BOSTON.

BY A. L. ATKINS.

A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left.

By Mail, 10 cents.

A. B. C. OF BICYCLING.

A Book for Beginners, giving full Instructions for Riding, with Hints, Suggestions, etc.

By Mail, 12 cents.

Guide to Bicycling.

BY HENRY STURMEY.

100 Pages.

CONTENTS.—History and Status of the Bicycle; Learning to Ride; Selection of Machine; Table of Sizes; Table of Sizes by Leg Measurement; Hints on Purchasing; Care of Machine; Dismounting; Road Riding; Costume; Accessories; Clubs, Racing and Training; Construction of Track; Cycling Institutions; Forms for Club Constitutions, etc. etc.

A Book for the Veteran and the Novice.

By Mail, 50 cents.

WORLD BINDERS.

We furnish the **Common Sense Binder** for $1.00. It is the best Binder we can find, and is made especially for us.

By Mail, $1.00.

Wheeling Annual.

The Christmas Number of

WHEELING

CONTAINS

Thirty Lithograph Portraits of noted Wheelmen in England and America.

By Mail, 50 Cents.

Our Bound Volumes.

I. TO XI.

A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV.

By Mail - - $2.00 each.
The Set - - $1.25 each.

Bicycle Tactics.

BY CAPT. T. S. MILLER.

A COMPLETE MANUAL OF DRILL FOR CLUBS.

The best Work of the kind.

By Mail - - - - - 20 cents.

LYRA BICYCLICA.

BY J. G. DALTON.

A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth.

By Mail - - $1.00.

The Bicycling News.

CARTOON EVERY WEE.

Edited by GEO. LACY HILLIER and H. H. GRIFFIN.

BRIGHT, BREEZY, NEWSY, INDEPENDENT.

$2.50 a Year, including Postage.

Sample for stamp.

The Cyclist.

Edited by HENRY STURMEY and C. W. NAIRN.

THE LEADING PAPER OF ENGLAND.

Has all the news, and makes a specialty of Practical Articles.

$2.50 per Annum, including Postage.

Sample for stamp.

The Wheel World.

THE ENGLISH MONTHLY.

Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories.

$1.75 per Year, including Postage.

SEND MONEY by American Express Co.'s. Money Order, by Postal Note or Check. In sending stamps use those of 1 cent value.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¾ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. —— BRANCH HOUSES —— 115 Wabash Avenue, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 25 JUNE, 1886. | Volume XIII. Number 8.

JUNE 10, 1886.

OVERMAN WHEEL CO., Boston, Mass.

GENTLEMEN: —

I desire to express to you the satisfaction I take in riding the Victor Wheel. I have owned and ridden four other wheels, and I always intended to ride the best wheel made, but I am free to say that were I given my choice, to-day, of any one of the wheels I have ridden, *for nothing*, I should prefer to take a VICTOR and pay the regular price.

Very respectfully,

GEO. F. WILLIAMS,

Captain Nonantum Cycling Club, Newtonville.

ON THE ROAD!

THE FIRST SIX IN THE GREAT HARTFORD ROAD RACE RODE "VICTORS."

Mr. Judson's time for the 20 miles was 1 hour 29 minutes. This is world's record for 20 miles on the road. The machine is known as "the Easiest Running Bicycle." If you want to win, ride a VICTOR. Catalog free.

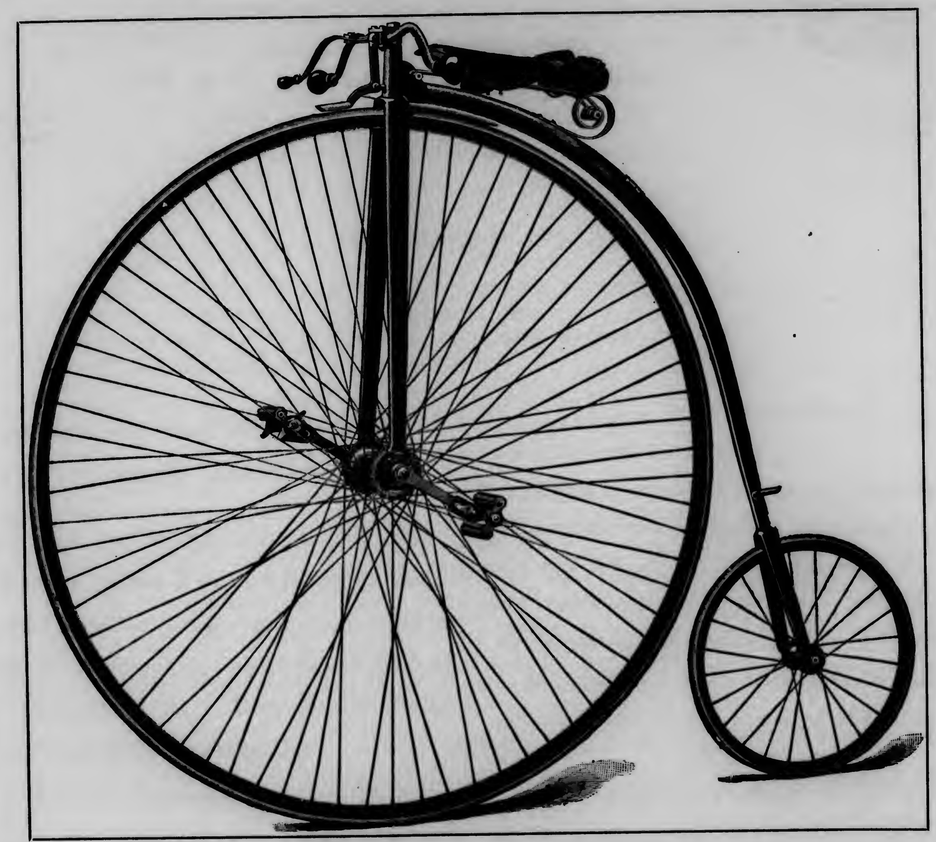
OVERMAN WHEEL CO.

182 COLUMBUS AVENUE,

BOSTON.

THE NEW RAPID

With True Tangent Wheel.

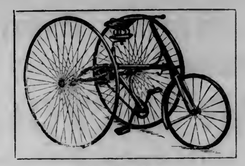


THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

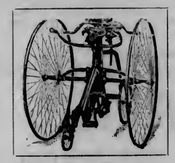
SEND FOR CATALOG.

S. T. CLARK & CO. - - - - Baltimore, Md.

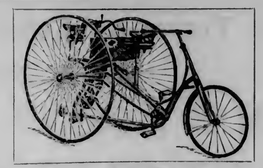
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s.
Also winning the Six-days' Race from the Champion SCHOCK,
making 1,042 Miles in 72 Hours. These
records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE NO. 4263.

THE LEADING TRICYCLES OF TO-DAY ARE THE

QUADRANT SINGLES & TANDEMS

No Jar, No Vibration, No Catching Steering, No Weak Forks.

THE ROVER SAFETY BICYCLE

— IS —

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

— BY —

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance	$1.00
Six months "	.75
Three months "	.50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 68 Wabash Ave., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 25 JUNE, 1886.

End of the Pope-Overman War.

THE litigation between two of our leading manufacturers, involving some seventeen patents relating to velocipedes, has at last been terminated by a settlement sanctioned by the courts, and fair and honorable to all parties interested. The conflict was really between the Pope Manufacturing Company and the Overman Wheel Company, though others were parties to some of the suits, and has been in progress, with the exception of a six months' truce, for nearly three years. It has cost each side, directly and indirectly, more than $10,000 a year; it has been a matter of annoyance and disturbance to many others in the trade, and even to many outside of the business. The settlement was brought about by the senior counsel for both sides, who summoned their respective clients together at Springfield, Mass., and advised a surrender on both sides. It might be called "The Treaty of Springfield."

In the course of this litigation, both experts and counsel of ability were engaged on both sides, and cases were prosecuted and defended with all the strength of trained men, and all possible resources were drawn upon; and the results anticipated by acknowledgment, rather than waited for. Five of the patents of the Pope Manufacturing Company had expired. It was upon these that the Overman Wheel Company had preferred contest to license. But the ground had been shifted from these to nine or ten other later patents, on which the choice would probably have been different. These included the Peters patent on bearings, the Whitehead patent on balance gear, the Latta patent on hollow felloes, the Harrington and Veeder and Shire patents on springs and saddles, the Moran handle patent, and Work spoke patent, etc., all of which have several years yet to run. On the other hand, the Overman Wheel Company's Bown patent on laterally adjustable ball bearings was also found to stand the strongest attack, affording in its differences material excellence and novelty over preceding bearings brought up to defeat it.

The results of this treaty are doubtless as beneficial to the trade, and the riding public as to the immediate parties concerned. Royalties will not be more, and will average less. Probably no one else will care to litigate the principal patents, or could do so with as much chance of success as these parties, who, after so much expense, have abandoned the attempt to break them. The trade will be settled, and the manufacture and importation of first grade machines will be controlled by two companies, instead of one as heretofore, for several years to come; but that control will be exercised with an equitable consideration for all in the business, and for the riding public.

The BICYCLING WORLD has always been the first, and indeed the only cycling paper to publish authentic news in regard to the late litigation that has been going on in the various patent suits. Again does the WORLD score another point in enterprise by first presenting to the readers of this paper the news contained in the article just preceding this. As in the past, so in the future the WORLD will see that its readers have the news ahead, and will continue to be independent and fearless. The settlement of this controversy we regard as a public blessing.

WHY was it necessary to drag the information out of Secretary Aaron in regard to the election farce? However, we suppose that is the usual way, as a good deal of dragging seems always necessary in order to get information from the same "official" source.

CORTIS ON TRAINING is being called for, and no copies on hand, for some unexplained reason. We fail to be able to make the English publishers come to time on this book. We have written time and time again, ordering and asking for information in regard to same, but the proverbial oyster could not be more dumb. We ask for a little more patience.

MR. BASSETT, when editor of the WORLD, complained that L. A. W. official news was withheld from the general cycling press. We do not know if Mr. Bassett ever asked for specific information, which was refused; but we do know that on 16 June we asked Mr. Bassett a direct question, as will be found in another column. His reply was a deliberate misstatement of the facts, unnecessary and foolish, as detection was certain. He had the power, we suppose, to refuse any "official" information, which in his judgment was proper, but why juggle with the truth?

THE School street *Clipper* produces some work in the way of fables. One which touches on the "clip and no credit" plan of producing a paper has the following "moral": "That a pair of sharp shears in the hand of an artist, is better than a dull pen in the hand of a tramp." We were scarcely prepared for this very frank explanation of why this method has been followed by the S. St. C. Surely we shall now read the verbatim reproductions with a good grace, thanking Providence that by this means we escape the infliction of a "dull pen."

MR. AARON, having returned from his vacation much improved in health if not in temper, devotes a page of the very valuable *Bulletin* of 11 June in an attempt to explain the last election farce. He flounders, splashes, and labors, but the matter, shorn of all unnecessary verbiage, is this. We summed up our understanding of the matter by saying: "The whole trouble grew out of the Secretary-Editor's misleading statements in the *Bulletin* of 19 March." This he admits by confessing that he "*did* think it quite safe for the members in any State to vote for the maximum number." Although we would like to oblige Mr. Aaron by reproducing the parts of his article he asks us to, and thus bringing them before the League members through our columns, we really cannot inflict upon our readers, who are L. A. W. members, what they will not read in the *Bulletin*. The boasted circulation of the *Bulletin* sounds well, but of what value is it. Even Mr. Aaron admits that his paper is not read, a fact we have long been aware of. This matter is getting very old, and we dismiss it once and for all, with the sincere wish that Mr. Aaron will, in the future, be more careful in giving advice to the "thick headed and densely ignorant," thus avoiding complications.

THE organ of the Racing Board says the WORLD has taken "no position" (on the amateur question) "except that of opposition to the chairman of the Racing Board in all his actions, and this opposition has led it to hide its true opinion." This is a sample of the course lately adopted by Mr. Bassett in the perversion of facts and an utter disregard of truth and fair dealing. We can reproduce columns of comment and opinion published in the WORLD, endorsing the Racing Board. The chairman of the Racing Board has used a legal opinion of one of the editors of this paper.

We commended Mr. Bassett's report, and have never allowed our private opinion of this man to weigh with us. We now think that the Board is going too far. The suspension of men who have done nothing but race as amateurs with amateurs, at meetings run under rules other than those of the League, is not only nonsensical but unjust. We believe the action of the Racing Board of late has been in violation of the spirit of the amateur law, though undoubtedly in accordance with the letter of it. The Racing Board has clearly been right, but decidedly unwise. It is the duty of the League not to blindly enforce rules for the sake of exhibiting its strength, but to so conduct its affairs as to promote the interests of the sport. The best interests of cycling demand a liberal policy, and not a petty *technical* enforcement of rules.

MR. AARON makes some explanations of the election fiasco, and throws the blame on others. The trouble with Mr. Aaron is that he is not open enough with the League members. His explanation should have been given long ago, but not it was not until we called him to account rather sharply, that he condescended to notice the demands of his employers.

The Bicycle in Central Asia.

THE Editor of *Outing* has received the following despatch from Meshed.

TEHERAN, 24 May, 1886

"Stevens went from Meshed to Birjand with intention of reaching India *via* Siestan and Beluchistan, but after talking with the Heshmet-i-Molk, Governor of Ghain and Siestan, concluded this route was impracticable. He then struck across the desert, forded the Harud river and reached Farrar about midway between Herat and Kandahar, or ten days journey from Quetta. Here the Afghans arrested him, and brought him back to Herat, and finally back over the Persian frontier to Kariez, from whence he returned to Meshed. He was under arrest nineteen days but was well treated. The Afghans by accident slightly damaged the bicycle, but not sufficiently to render it unridable. He will now wheel back to Astrabad, and proceed to India *via* Constantinople; he will resume his journey from the nearest point possible to that at which he turned back."

Hollingsworth's Great Feat.

I send you the *Times*, containing a reasonably accurate account of Hollingsworth's wonderful ride. You will see plenty of room for criticism by an examination of the score; but he was not to blame, for instance: the first three, and eleventh trips, were made too fast; but what could you do with a man who in spite of earnest and repeated protestation would "kill" his pace maker, and run away from him. On the eleventh trip, Jamison, of the Indianapolis Club, who wanted to take him through in 1.30, when a mile on the way, Sam says, "Give it to me, give it to me, I never felt so much like racing in my life." Jamison felt that perhaps Sam would pass him if his wishes were not regarded, and let him have it in 1.11. I was frightened when I saw them coming in, and were scared when I saw Sam's exhausted condition; but an examination of his pulse and heart, both working like a clock, reasured me.

A reasonably cold bath, a fresh suit of clothes (undershirt, drawers, cotton socks and light shoes, without any hat, for the sun was down, comprised his inexpensive wardrobe), a warm supper, a drink of water (he drank nothing but water all day) and Sam was, like Richard, "himself again," and when the doctor said he could start in two minutes Sam said, "I'll go now." Think of it! On the next trip Smith took him through, and of course "bossed" the job, and brought him in rested on a 1.34, or at the rate of eleven miles an hour. Great guns! think of a man getting a rest on such a pace, and perhaps you can form some conception of what it means to ride 282 miles in 24 hours.

After the race, a hot bath, a warm feather bed, two hours sleep, and then we woke him up and asked him how he felt. "Well, I feel a little old, but I am all together." He got up, dressed himself, walked down stairs and ate a hearty breakfast, and came home with us on the 8.40 train.

Hollingsworth's father and mother are Quakers, and Sam has been raised on hard work, steady habits, kind words and good grub. "Only this and nothing, more," this is good enough, is n't it? Yes, and it takes just these to make a man.

M. F. ROBINSON.

We are told

THAT Capt. Sanger, of Somerville, is going to be heard from this season.

* * *

THAT the St. Louis *Spectator* seems to be dropping cycling, and confining itself to its legitimate journalistic field.

* * *

THAT Mr. Perry, of the Massachusetts Club has distinguished himself as an amateur detective.

* * *

THAT the Pittsfield (Mass.,) Club received thirteen new members into their ranks at their last meeting.

* * *

THAT the final race of the series between Prince and Neilson will take place at Lynn to-morrow.

* * *

THAT the difference between Bassett's and Ducker's mode of fighting is this, Bassett keeps up a steady stream of private letters while Ducker confines his to the press.

THAT the Yale Club claim to have been mulcted to the tune of about $250 by the action of the chairman of the Racing Board.

* * *

THAT Springfield's pet, George Hendee, is now training on his native heath for the 5 July races in that city.

* * *

THAT Gaskell of the Coventry Machinist's Company, and Gid Haynes, of W. B. Everett & Co., are travelling in the Wild West trying to sell bicycles to cow boys.

* * *

THAT Hendee rode five miles at Lynn a few days' since, in 14.4⅘, and

* * *

THAT Rowe covered ten miles in 29. 18⅘.

* * *

THAT Hartford women prescribe tricycling for gouty old men.

* * *

THAT Charlie Haven says he won't pedal for prizes this year.

* * *

THAT the WORLD is going ahead with every issue.

* * *

THAT bicycle thieves are very thick about Boston.

* * *

THAT the six days' pro-race which has been talked of in Chicago, has to be abandoned, because of lack of support expected.

* * *

THAT East Attleboro has a flyer in the person of one Henry P. Wilmarth.

* * *

THAT Northboro, Mass., claims to be the banner cycle town of those parts, having thirty riders and the best of country roads.

* * *

THROUGH the columns of the *Hartford Courant*, that the "intolerable action of the Racing Board will probably lead to the withdrawal of the Hartford Club from the League."

* * *

THAT Pittsfield, Mass., is to join the grand army of tournament givers, and is making arrangements for September as the time of the Meet.

* * *

BY those who know it, that the handicapping by "London W.," at Brockton last week, produced the most exciting race of the Meet."

* * *

BY good authority that Ned Oliver will probably take the secretaryship of the L. A. W. Touring Board. For the sake of the touring department we hope this is true.

THAT the Rev. Mr. Scott, of Evansville, Ind., has been requested to resign his pastorship because he smokes a cigar and rides a bicycle, and this is the enlightened nineteenth century.

* * *

THAT Burley B. Ayers, as usual, is putting his whole soul into what he has undertaken, and eats, drinks, and sleeps tours in all phases.

* * *

THEY are now fighting in England over the question as to which is most dangerous to pedestrians, the horse and carriage or the cycle.

* * *

THAT Liles and "Faed" are going to ride *en* tandem at some of the race meets this year, and that if they do somebody will get left.

* * *

THAT Secretary Aaron has applied for membership to the A. C. U., and that this organization hopes now to capture Chairman Bassett.

* * *

THAT George Weber is at home resting, and that Kluge is hobbling round on a pair of crutches.

* * *

THAT we are sorry to say Kluge's fall at Lynn, Decoration Day, has proved more serious in its result than was originally hoped and thought.

* * *

THAT the L. A. W. tourists will have more dancing and less riding this year, than they did in 1885.

* * *

THAT Truth and Veracity must be looked upon by Bassett as M. A.'s, because he has expelled them from Room 19, No. 22 School street.

* * *

THAT Bassett says he cannot reinstate any man without consent of the Racing Board. Was the Board consulted *in re* the case of the men suspended and reinstated who raced at Lynn?

A Breezy Account of

THE NEW YORK AND NEW JERSEY TEAM ROAD RACE.

THE sun is shining brightly as we jump into the rear saddle of our trusty Humber, and with Mrs. I. in front scurry away across that wilderness of sand and boulders known to the "wandering Orangers" as Grove street. With the sturdy muscles of E. P. Baird making the pace on a Royal Mail, we soon reach the rural village of Irvington, already invaded by scores of wheelmen of high (60-inch), and low (Kangaroo) degree. Busses and four-in-hands, laden with Jersey's fair daughters, drew up under the trees on Clinton avenue, at the place designated for the start. Three o'clock was the appointed hour, but the frantic efforts of the be-ribboned officers failed to get the twenty-four racers off before 4.45. Steuken, of the Hudson County Wheelmen, with his long legs doubled up on a semi-racing Star, Charles Lee Meyers, of the same club, arrayed in smiles, if nothing else, astride a Columbia light roadster, the neat, dark brown tights of the Kings County boys, and Elizabeth's variegated costumes await the bugle send-off. The Ilderan, Harlem and Rutherford clubs are also represented by teams. "Are you ready, gentlemen?" asks the starter, and they are off, well bunched, up the dusty macadam that leads into Irvington. We jump on the tandem and bowl after them in a cloud of dust.

The course, six and a quarter miles, is all macadam, four long and stiff hills alternating with short stretches of level road. As we start up the steep grade into Hilton, we discern a flying female on a 42-inch Otto tricycle, whose pedalling is marvellous in its rapidity. (She is evidently geared down). The lady gives us a good brush before our 59-inch gear carries us to the front. At Hilton we wait a few minutes, "Here they come back!" and the white figure of Steuken flies past on the Star. A couple of hundred feet after comes Valentine, of the K. C. W., riding steadily and well; then E. I. Halstead, of the Harlem Club. A short interval, and Caldwell, the plucky boy rider of the Elizabeth Wheelmen, flies down the hill into Irvington. A couple of K. C. W.'s, riding together and talking, and so the men straggle along. We lie on the grass for ten minutes and congratulate ourselves that we are taking the thing in from a spectator's standpoint. Soon the brown form of Valentine appears at the foot of the hill, covered with dust from the flying wheels. Steuken has been passed, but holds second place and toils upward, looking rather jaded. Number 30, a lank youth of the H. C. W., has taken a header, and his face and shirt are covered with blood. The athletic Meyers is out of the race — "Broke three spokes," some one said. "Well, he is all ready to go to bed," says another. The Brooklyn men hold together and are evidently riding with their heads as well as their muscles. As the last men pass us, we once more turn the tandem towards Irvington, and after a glass of water at the hotel, we ride down Clinton avenue to the finish. A line has been drawn across the road. "They won't be along for ten minutes yet," says one chap, when "there they come!" says another, and Valentine flashes past the post, a winner in 1.41.05, excellent time for the course. Three minutes behind him comes Steuken, his light Star well "rattled," and at 1.48.14 young Caldwell whizzes up in good shape. Bridgeman and Pettus give the challenge cup to the Kings County Wheelmen, with the Elizabeth team a good second. "The rest, nowhere."

Who wins next?

"IXION."

Convicts Himself.

OFFICIAL NOTICE.

OFFICE OF THE RACING BOARD,
BOSTON, 13 June, 1886.

FOR competing with professionals for a prize in a public race at New Haven, Conn., John Illston, of Hartford, Conn., is declared to be a professional wheelman, and expelled from the League of American Wheelmen.

ABBOT BASSETT,
Chairman Racing Board.

OFFICE OF THE RACING BOARD,
BOSTON, 13 June, 1886.

For competing in races held under rules other than those of the L. A. W., at New Haven, Conn., 11 and 12 June, the following parties are suspended from the race track for thirty days from date:—

A. W. Ives, New Haven, Conn.
G. G. Knapp, Auburn, N. Y.
A. N. Welton, New Haven, Conn.
W. M. Frisbie, New Haven, Conn.
E. A. DeBlois, Hartford, Conn.
A. B. Rich, New York.
G. B. Buxton, Meriden. Conn.
L. A. Miller, Meriden, Conn.
H. H. Stockder, Meriden, Conn.
F. G. Warner, Hartford, Conn.
J. A. Hubbard, Meriden, Conn.
S. Carlton, New Haven, Conn.
E. S. Horton, East Hartford, Conn.
J. A. Kulp, New Haven, Conn.
E. B. Patterson, New Haven, Conn.

Wheelmen are warned not to compete with these parties, under penalty of suspension from the track, for such a time as the Racing Board thinks adequate to the offence. ABBOT BASSETT,
Chairman.

In connection with the above, the following correspondence took place UNDER DATE OF 16 JUNE:—

TO ABBOT BASSETT, ESQ.
22 School Street.

Will you please tell the BICYCLING WORLD whether or not you have been sued by the Yale Bicycle Club, and *give it the list of suspends or expelled men since last announcement*, and oblige

J. S. DEAN.

On the back of this letter was endorsed the following reply in Mr. Bassett's handwriting.

"I have not been sued by the Yale Club, and *have not suspended any one yet* for lack of definite information regarding those who entered at Yale."

Yours, BASSETT.

The letter of expulsion and suspension is dated 13 June. The date on which Mr. Bassett sends above reply to the WORLD was 16 June. Evidently, *Truth* has not a habitation at 22 School street.

THAT bright sheet *The Bicycle South* turns a very pretty compliment to the BICYCLING WORLD. We appreciate its kind words, and shall endeavor to continue to merit its commendation.

THIEVES!!

LOOK out!!

LOCK up your bicycle.

DON'T leave it round loose or you will miss it.

THE bicycle thief is very active just now, and the above warning is given in all seriousness.

WE would also suggest care in regard to leaving tricycles lying round loose. The thieves like a change of diet and will take a tricycle race in theirs, just as quick as a bicycle.

KAUFMAN and McAnney are just setting the Irish cyclists wild with enthusiasm at the wonderful trick riding they show.

A FIRM in England has succeeded in making a tricycle that only weighs thirty-four pounds. This, we believe, is the lightest on record.

"VERAX," in the *Sporting and Theatrical Journal*, says: A hasty glance at the recent issues of the cycling press shows that the action of the L. A. W., at Boston, has by no means settled the makers' amateur question. Mr. Bassett, in my opinion, evinces rather poor taste and bad judgment in the manner in which he crows over the success of the Racing Board in the last issue of the *Cycle*, and is premature in his prophecy that the new association is doomed to absolute failure. The clubs that are interested in this movement are financially strong and have many previous successes to spur them on, and it is just possible, Mr. Bassett, that the pluck and backbone which has made it possible for America to hold all the important world's records, will be forthcoming to demonstrate beyond a doubt the justice of their position.

THE spring meeting of the New York Division of the L. A. W. will be held at the Grand Union Hotel, New York. It is understood that Buffalo will make a bid for the annual meet, which will take place some time when the leaves begin to fall.

THE *Globe* in reporting the successful attempt of Eck to lower the professional record for tricycle quarter-mile, at Lynn, last week, credits Hendee with 40 seconds for this distance. This is an error of reporter or typo. The quarter was made against time by Hendee, November, 1885, in 42 seconds. This record has lately been smashed by H. C. Sharp, at Alexandra Park, England, in 41⅕.

THE *Sporting and Theatrical Journal* comments on the paper war in Boston, winds up by saying: "And what a grind Bassett got on himself when he robbed the Boston *Globe* of his L. A. W. meet report. That was bad, yes, "very, very bad."

THE weeds and general roughness of the Hampden Park track are being taken away and rectified, so that by 4 July this famous track will be in its usual condition of perfection.

WE doubt very much the rumor that Furnivall, Webber, and other English flyers will agree to run races under the A. C. U. rules, as this action might very likely debar them from competing in England in amateur events under N. C. U. rules.

OWING to the suspension of the *Mirror of American Sports*, the official organship of the Illinois Division L. A. W., has been tendered to and accepted by the *Sporting and Theatrical Journal* until the annual meeting of the division, which occurs 3 July. It is the intention of the paper to make a strong feature of cycling.

THE lower turn at the Lynn track seems to be the spot selected by Rowe to take his headers. He has already taken two pretty bad tumbles there. The last one rendered him insensible, but we are glad to say he was soon as good as ever.

THE selection of the road down through the Shenandoah Valley as the route for the 100-mile L. A. W. road race, is a good one. Mr. Hill, of the N. O.-to-Boston tourists, reports the surface of this road as being fine. We predict much faster time being made this year than was made in 1885.

LYNN was the scene of a little episode in the life of a cyclist. For many years a snarling, ill-natured cur, whose domicile, kennel, or abiding place was on Ocean street, has been the terror of the neighborhood. With a special antipathy to wheelmen, or an undue fondness for stocking-clad calves, he no sooner saw the gleam of flashing spokes than, with a wild rush, he pounced upon his victims. It so happened that not many days ago F. A. Lane of Somerville, while scorching through the town where the A. C. U. flourishes, was startled by the savage onslaught of the aforesaid ugly canine. With a howl the cur made a dash for the centre of Lane's wheel. Crack went the pedal upon the empty pate of the dog, and he lay by the roadside, and the cyclist bit the dust. The dog is dead, and Mr. Lane is recovering from severe bruises.

THE Coventry Machinists Company has been fortunate in finding the lost bicycle described in the WORLD last week. The young man who obtained possession of it, under the pretence of hiring it, immediately negotiated with a Hebrew brother of his papa and obtained twenty-five shekles of silver. The Coventry Machinists Company obtained possession of it by a writ of replevin. Papa's Hebrew brother has neither the bicycle nor the twenty-five shekles. "Py shimini Christmas."

THE School street *Clipper and Paste Pot* must be short of copy, as it clamors for press support of its shear wielder's action.

'T WAS force of example, we suppose; but we inadvertently reprinted an article on photography taken from the *Wheel World* without crediting. By the way, *Whe l World* takes a little article from the WORLD and fails to credit. No harm done, gentlemen; you are more than welcome.

A Cycling Landmark Gone.

THE Institute Fair Building is no more. The fire fiend has reduced it to a pile of useless ashes. What a flood of events this recalls! Here was where Prince and Keen fought for supremacy, and first gave Americans a taste of exciting cycling. Here Lewis Frye voluntarily forfeited his amateur status in an endeavor to defeat the doughty Prince. Here was where Jim Underwood, Eliot Norton, Adams Claflin, Harry Corey, Ralph Ahl, and Joe Dean trained and raced at their own expense and on their own machines. There were no maker's amateurs then. Here was where Gideon and Dean raced, Gideon at scratch, and Dean two hundred and eighty yards' start in five miles. The old timers will remember how the slim "London W." rushed off at the crack of the pistol, caught the scratch men, and hung there, really defeating them about seventy yards. Oh that was fine handicapping! Here was where Ralph Ahl first rode a mile under three minutes. Here Prince and Woodside hippodromed with horses, and here the Cunningham Company moved, and had a big building and small trade. A cycling landmark has gone — departed forever — gone up in smoke and flame. Many an old timer will look back to the old Institute days with happy recollections, and will drop a silent tear of the dry kind, when they hear that the roof that sheltered them, and the rafters that rang with the plaudits of the crowd, have been levelled to the earth. We regret that the disaster was not confined to the burning of the building; many valuable lives were sacrificed in a horrible manner.

Manhattan Meanderings.

I HAVE meandered all over Gotham, sat in club-rooms, like a new patient Griselda on a camp-stool, and buzzed cycling celebrities until they tore themselves away, fearful of sudden death, and the product and sum total has been but very little. There are few describable events on the tapis. Every one is riding, and the ordinary cycling flotsam and jetsam is plentiful, but of astounding incidents, or even accidents, there is a sad dearth. If some one would run into some one else, if somebody should frighten a cab-horse, if the hoodlum would appear on the scene and garotte some cycler, so that I might work off a half column about the majesty of the law, etc. etc, if any or all of these things should only happen, how happy I should be, — but alack aday.

THE event of the week was the K. C. W. meet. The Kings County men repeated their annual success. A number of new men were brought out, and it was proven that there are enough racing men in and around New York City to make a race-meet a success. Rich was the hero of the meet, and the hero of the Pope Cup race received an ovation,— I believe the regular thing is "perfect ovation." When he appeared for his first race of the day, our latest coming man, "Peg" Gilson, made a good showing in the five-mile race, and if the work of cutting out the pace had not been entirely left to him, he might have caught the judges' verdict. What with the music, racing, the convention of cycling celebrities, and the gay toilets and animated faces of the ladies, the afternoon was pleasantly spent. Why some New York club does not attempt to hold a race meet I cannot understand. The thing is entirely new to this city, and I am certain it would take. The club men, to whom I have broached the subject, tell me there is no money in it. The K. C. W. cleared about $200, and leaving the question of profit aside, the work of running a meet is not so arduous as is supposed, and the pleasure given is very great.

WE are looking anxiously forward to the regular meeting of the board of officers, which will be held at the Grand Union on Tuesday evening, 29 June. I understand that much new business will be brought up at the meeting, and that the Road Book will be given impetus. The project of a State camp, which was talked of earlier in the year, is becoming obscured. The trouble is, we have no man or men who will give the time necessary to run the thing successfully. The cycling men of Gotham are preëminently bread winners. The annual business meeting of the division will probably be held at Binghampton or Buffalo.

THE arrangements for the Ixions' road race, to Yonkers and return, progresses. The medals have been subscribed for, and the race will take place some Saturday afternoon within a few weeks.

THE inter-club race between the K. C. W. and the E. W. teams of eight, which was to have taken place on 3 July, has been declared off. The Elizabeth men cannot get up a team. Two or three of their men have taken headers, while a few others will take their vacations about the proposed date of the race. A race between these teams would be an even thing, and we hope they may fix up a match later in the year.

I OFTEN wonder whether our chief consul really enjoys being called "Pretty George." I lately read of the "Pretty golden-haired, pink-cheeked George Bidwell." Now I can buy a wax doll and rave over it in the same style, and all for six shillings.

On dit that W. H. De Graaf, of the Harlem *Wheelman* is a very dangerous man. He carries a pocket pistol loaded.

MY old friend E. C. Parker rode about twenty miles at the Kings County races, and all for naught. I appeal to Dr. Tyler to *give* this man one race, even if he has to allot him a start of two miles in three. Probably he may stop if he can only sport one bit of "yaller."

I HAVE not yet heard that any of the attendants at the Inter-Club race are missing. The Jersey mosquitoes lost a grand opportunity. One man, a high liver, by the way, fourth pair back, tells me he had to have his clothes recut. (I think the penalty for this is six months).

TITNAM.

Chicago.

THE Cheltenham Beach people are in Washington at this writing, in the hope that they may persuade the President and a congressional delegation to personally open the Exposition on 3 July. I am afraid they will be disappointed, as one can hardly expect the Government to recognize a private business speculation such as this scheme certainly is. It is a great thing, to be sure, for Chicago, on the supposition that it is to be a success; still, the fact remains that Mr. McNeil, the president, is in it to make money, and Mr. Cleveland will likely see through it. Everything, however, is progressing in a right lively way at the Beach. The buildings are far enough along to assure their completion in time, and the bicycle track is almost done, and, according to Captain Van Sicklen, will be the fastest outdoor track in the country. It is made of narrow strips of wood, neatly fitted and finished as laid, so that it is as smooth as a piece of plate glass. It is eighteen feet wide with twenty-five at its raised curve, and four laps to the mile. The L. A. W. does not recognize records on a board track, so it is now in order to start some Racing Board smoke in this city.

VAN SICKLEN is hard at work training for these and the Detroit races. His vacation begins just at the right time to take in the latter, when he will scoop some of the best of the prizes I imagine, for he is in first class trim and intends to win. Van is not in love with St. Louis, and expects to show that city his heels at Cheltenham.

THE Chicago Club were called to a special meeting on the 16th inst. by President Miller, and were literally astounded when that gentleman informed them in a well-turned speech that our well-known Mr. Bemis, who owns the Richelieu Hotel, and is the head of the firm owning the Bemis & McAvoy breweries, had proposed to him that the Club take immediate steps towards establishing itself in suitable quarters, and said that in the event of their showing some evidence of a firm desire to go to the front he would start the subscription list with $600, and see that his friends had an opportunity to do likewise. This was indeed a bombshell, and it took the twenty-four members present some little time to

recover from their astonishment. Mr. Bemis was invited in and confirmed the president's remarks. saying that he was in favor of seeing Chicago lead in everything, and urged upon the boys the necessity of putting their bicycle club in the same position that Chicago was in everything else, at the head. He concluded by inviting us to partake of something liquid at the beautiful bar of the "Richelieu." Some considerable discussion was indulged in, and it was decided to nominate a committee to take up the matter in earnest. The committee as selected consisted of T. C. Miller, chairman, and Messrs Gormully, Durell, Ayres, Maynard and Andrews. They met Friday night, and in a short session decided to take Mr. Bemis at his word and go into the thing in earnest. It is a starter, and savors of meaning business; and I do hope that enough spunk can be manufactured to end up in a much-needed club house.

THE idea of carrying a swallow tail on the L. A. W. tours seems an absurd encumbrance to most Westerners. I myself think that an extra uniform for hops and swell occasions generally, will be a good thing; but to see the boys rigged out *a la* Oscar Wilde is not in accordance with my taste. It has always been my experience that the cycling suit, pure and simple, always distanced the swallow tails as far as the attention of the girls is concerned at a hop, and if the boys are endeavoring to avoid the commonplace they had better stick to it. It seems as though they wanted to be a little bit too high-toned, and would exceed the limits of good sense in trying to be. As the adoption of this dress will establish a precedent, I think the subject merits the attention of the press. PHILO.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Mr. Ducker to Chairman Bassett.

Editor Bicycling World: — Vice prospers in darkness, while virtue, in sunlight, is a plant of slow growth. The moral of the above lies in its application to the recent action of the chairman of the Racing Board. Having, in the past few months, occasion to criticise the methods being pursued by Mr. Bassett, I made such criticisms through the press, so that if any misstatements should occur, they might be corrected. Yet, up to date, not one solitary assertion made by me has been contradicted. Thus confirming the truth of what has been put forward by me. On the other hand, we see the chairman of the Racing Board, upon retiring from the editorial chair of the WORLD, issue a statement calculating to mislead the public *in re* that paper. When once the ice is broken, it is an easy matter to continue the course begun, and issue equally misleading statements regarding the motives of others.

Public criticisms I can stand, but private letters, written to my friends, which contain no semblance of truth, are abominable, and unworthy the man who pens them. I only ask that my friends and those of the much-abused racing men, will not jump to conclusions, upon receiving one of those specious but false epistles. Open warfare is honorable, but trickery and deception however practised contemptible. Now, Mr. Editor, if not transgressing too much upon your valuable space, I wish to contradict a few public statements sent forth, and set the same in the proper light, leaving the statements made in private to be answered in a like manner.

The *Cycle* (official organ of the Racing Board) of 18 June, says: "The chief consul of Massachusetts organizes an association, antagonistic to the League." A more glaring misconception of facts has not appeared in the *Cycle*, and is one which the editor must have labored hard with. Not anything in the A. C. U. antagonizes the League, the A. C. U. being an organization solely for the purpose of promoting the sport of cycle racing. Since its organization I have pursuaded all with whom I have conversed, to stand by the L. A. W. For the truth of the above I would refer to the officers of the Nonantum Club; Chief Consul Huntington of Connecticut; Chief Consul Johnson of New Jersey; Springfield Bicycle Club; and a number of racing men, including A. B. Rich. In fact I defy Mr. Bassett to name one man that I have advised to withdraw from the League.

The *Cycle* of same date says: "The N. C. U. and the L. A. W. are in harmony, and the man who is declared a professional by the L. A. W. will be so looked upon by the N. C. U." (of England) that is what Mr. Basset says. Yet the facts are that Mr. Bassett expelled the English riders who visited us last fall, and the N. C. U. has paid no attention whatever to it. To-day the men are all in good amateur standing in the N. C. U. Those men if they should come to America could not race under L. A. W. rules, neither could any other Englishman if Mr. Bassett should carry out his notice of ten months ago.

Should Mr. Bassett desire fight on this racing question, I am his man, and he will need many years to his life to extinguish Ducker. This is not a question of a day, but of many.

A word to the wheelmen of America and Massachusetts in particular, when I shall have decided to fight the L. A. W. I shall resign my office as chief consul before commencing proceedings. I will quit the office just as promptly as I did the Racing Board, having no desire to try to be on both sides of the fence at the same time.

This is a Democratic country, and having been brought up in the belief that a man has a right to express his opinion, I shall continue to do so until our noble Republic is swept away, and a monarchy established with Mr. Bassett on the throne, then I will take banishment as my punishment or any other infliction that may be determined on. to admonish those who dare disagree with the autocrat of cycling and chairman of the Racing Board. Yours, etc.,

HENRY E. DUCKER.

A Small Boy's Queries.

Editor Bicycling World: — The following letter, dated Indiantown, N. B., will tell its own story:

"Dear Sirs, — I am only a little "kid," and I am going to ask you some questions. I got a bicycle; it is one of them no-good kind, three wheels, painted red. I can make her hum. Say, is a Duplex Whistle and a screatcher all the same? Do they make little bicycles for little boys? My brother is going to Montreal next month. Please let me know about the whistle.

Yours,
DIXIE BROWN.

P. S. My brother takes the WORLD.

[In answer to Master Dixie's questions, we would say, that a Duplex Whistle and Screacher are not the same, the latter being an aggravated form of the first named. Little bicycles for little boys are made. Nearly all the dealers, whose advertisements appear in our columns, can furnish them. ED.]

All Sorts and Clippings.

THE *Sporting and Theatrical Journal* is one of the breeziest exchanges that reach our sanctum.

IT was a great day for the Apollo bicycle at Brockton last week. The riders of that machine scooping all but one first.

"MY motto is, 'live and let live,'" said the soldier as he turned his back to the enemy and fled from the battle-field. — *Boston Courier.*

REMEMBER that volume XII. of the BICYCLING WORLD is bound and ready for delivery. Also the index to same can be had on application.

"PAT, can you explain to me what is a bull?" "Thrue for you, sorr. It 's mesilf that can enlighten yez on the subject. Now, supposin' there were twelve cows lyin' down in a meadow, an' wan of 'em was shtandin' up — that 'ud be a bull."

WHEN M. V. J. Webber left for England last September, he left his 56-inch Rudge Number Racer with Mr. H. D. Corey. This is the machine on which he rode during the famous race of twenty miles within the hour, and was only used at Springfield. Mr. Corey offers the same for sale and invites correspondence. Address 152 Congress street, Boston, Mass.

UNDERWOOD has just got in a new lot of quadrants, so that waiting customers can now be supplied.

LAKE VILLAGE, N. H., June 14, 1886.

Messrs. STODDARD, LOVERING & CO.,

BOSTON.

Gentlemen,—Some time ago, when I was looking around for a machine, I heard of your American Rudge, and after carefully examining its specifications, thought I would try one. To say that I was pleased does not half express my feelings, for I had no idea it was such a good machine for the money. There are a number of machines in this vicinity for which much higher prices have been paid for the same grade of machines of other makes, and they do not compare with mine for easy running and finish.

I think the Rudge Bearings are the best bearings that are made, and I consider the American Rudge the handsomest and best machine in the town. I thought at first it was going to be like some of the cheaper makes, but I have been agreeably surprised, and would not exchange mine for one of another make costing $15.00 more.

Yours very truly,

Arthur E. Read.

No Dealer or Repairer can afford to be without our Catalog,

AS WE MAKE AN EXTENSIVE LINE OF

SUNDRIES,

SUCH AS

TOOLS, LAMPS, BELLS, ETC.

THAT CANNOT BE PURCHASED ELSEWHERE.

Then, too, our Youth's Bicycle,

THE AMERICAN IDEAL,

Has become so thoroughly well recognized as the standard machine of its class, that it is almost impossible to sell an intelligent youth anything else.

The fact that our factories are tested to their utmost capacity,—working overtime at that,—can leave no doubt in the mind that

THE AMERICAN CYCLES ARE THE BEST.

So apply at once for the prettiest Catalog in the trade, to

GORMULLY & JEFFERY,

CHICAGO, ILL.

AN English champion pigeon shot announces that he "will shoot any man in America for $1,000. Let him take a pop at Geronimo. — *Pittsburg Chronicle.*

STALL has added two spick span new Marlboro Clubs to his stud of tricycles for hiring purposes. These machines are the latest thing out — "all the modern improvements."

THE first edition of five thousand copies of the "Agent's Guide, or How to Sell the Rudge Bicycles and Tricycles." has been exhausted. Another edition is in press.

THE Overman people are justly satisfied in the fact that the first six machines to finish in the Hartford road race were Victors.

THEY were sailing in the little boat together and she said: —

"Are we running before the wind now, George?"

"No, my darling," said he, "our boat is hugging the shore."

"Ah!" she exclaimed, "what a beautiful example you have here." — *Boston Courier.*

C. R. OVERMAN has just returned from a trip West, from which section he has been sending in good orders for the Victors.

THE chairman of the League Racing Board thinks that no good League member will in any way countenance an A. C. U. race. How must he have felt when he learned that the League's officials and paid handicapper, Dr. Tyler, handicapped the New Haven races. — *Globe.*

Wheeling says, "The *Cycle's* Irish for a "hundred thousand welcomes" is of the dots "dotty." Try again, Mr. Bassett, or lead up by gentle stages from "Erin go bragh." We think it rather mean to blame Bassett, because if he did n't clip it "Jonny," the famous office boy, is responsible for this bad Irish.

IT is a matter of some importance that the fastest time ever made for twenty miles on the road should be made by an American on an American bicycle. Well done, both man and steed.

WILLIAM A. ROWE evidently does not intend to retire upon his last season's laurels. He is rapidly establishing over again his unequalled reputation as a racer. Wherever he goes he is the central figure. Rowe is mounted this season, as he was last, upon a 55-inch Columbia Racer.

THEY have a new cycling fad in New York, a manifold cycling correspondent, in the person of Fred Jenkins, late editor of the *Wheel.* Jenkins writes a duplicated or rather triplicated letter, by the manifold process, which appears simultaneously in the *Cycle, Bulletin,* and *Cyclist and Athlete.* The natty Fred also writes for the *Bulletin.*

THE Pope Manufacturing Company is exceedingly fortunate in the fact that nearly every long-distance tourist rides one of its machine. Thomas Stevens, is now going around the world, S. G. Spier and F. N. VanMeerbeke are on their way across the continent, all astride Columbias.

WHEEL CLUB DOINGS

THE Rockingham Bicycle Club of Portsmouth, have for the fourth time extended to New Hampshire wheelmen, whether members of clubs or not, an invitation to attend the annual meet of the New Hampshire Division of the League of American Wheelmen, to be held in Portsmouth on 5 July. It is expected that over one hundred and twenty-five wheelmen will be present. The programme consists of a short parade, a steamboat ride down the Piscataqua River to the ocean, a dinner at the Wentworth, a concert by an orchestra of twenty-two pieces, and a run of about a dozen miles, which includes a fast wheel trip to Gravelly Ridge. Reduced rates have been secured on the Concord Railroad, and at the League hotel. A circular with full details may be had by addressing H. M Bennett, Manchester, N. H., and dinner tickets, which must be secured in advance, from C. A. Hazlett, Portsmouth, N. H. — *Penny Post.*

THE FLORENCE (MASS.) CYCLE CLUB. — In order to increase the interest and stimulate the ambition of the members, the F. C. C. voted at last meeting to offer prizes to members for attending club runs, and also for the number miles ridden during season. It was also voted to have an excursion to some point of interest every Sunday, and have at least one run additional every week. Last Sunday we visited Mount Holyoke.

THE Somerville Club had a very jolly run 17 June. Some thirty gentlemen and ladies accompanied the wheelmen in a tally-ho coach. The programme included a run to Chestnut Hill, a photograph, dinner at Waltham, a row on the river, and a dance afterwards.

THE Albany wheelmen and the Troy wheelmen had an afternoon's fun, spoiled by the deluging rain that fell in the Capital City, Thursday of last week. A parade of some one hundred and twenty-five men and run to Slingerland's for supper, were spoiled by the vagaries of *Jupiter Pluv.* The Albany wheelmen have lately elected to membership Chas. E. Lansing, W. F. Kirman, Wm. McAllister, Henry Miller, Chas, Van Buren and H. De Rouville.

ALBANY cyclists are much exercised over the fight that is going on in the old Albany Club. The WORLD can rest assured that the cyclists will not be downed by the associates. The boys here are tickled to think they can now have the WORLD for half the usual price.

SCHENECTADY BICYCLE CLUB (Organized 13 Nov. 1883.) The present officers are: President, Samuel R. James; vice-president, Henry Horstmeyer; secretary Bartlett Whitlock; treasurer, Ed. L. Davis; captain, Jacob W. Clute; lieutenant, Wm. G. Schermerhorn; bugler, Wm. G. Veeder. Regular meeting first Tuesday evening in each month. The club has adopted (and requires all members to observe) a most excellent set of road rules. They are five in number, and are very short and comprehensive.

THE Winona Bicycle Club held a meeting 7 June. The officers for the ensuing year are: President, C. H. Porter; vice-president and captain, W. H. Elmer; secretary, A. W. Laird; treasurer, John I. Willson; first lieutenant, H. S. Bolcom; second lieutenant, J. R. Marfield; executive committee, L. W. Worthington, R. E. Tearse, H. H. Norton. A new constitution and by-laws were adopted. Thirty-four members now in our club, and we are happy and prosperous. The track at the Lacrosse grounds, is in process of completion, and when in shape will rank A1.

AT the annual election of officers of the Rochester Bicycle Club, held 10 June, 1886, the following officers were chosen: President, L. F. Featherly; secretary, R. A. Punnett; treasurer, Wm. Craib; captain, Chas. Ford; lieutenant, Albert Schenck; first guide, H. A Zimmer; second guide, W. P. Sweeney; bugler, B. L. Gentlmer; executive committee, Messrs. Featherly, Punnett, Craib, Lennox, Stinson and Klein.

THE Capital Bi. Club election, 12 June, for term ending 31 Dec. 1886, resulted as follows: John M. Killits, president; Rudolph Kauffmann, vice-president; Charles A. Burnett, recording secretary; James Q. Rice, corresponding secretary; Joseph E. Leaming, treasurer; Edson B. Olds, captain; D. E. Sharretts, sub-captain; William M. Dougal, junior sub-captain; executive committee, the officers ex-officiis, and J West Wagner, P. P. Dodge, William B. Hibbs, J. McK. Borden.

BRIGHTON and Allston blossoms out with a new organization, called the Rover Bicycle Club. The officers are: President, H. A. Fuller; secretary and treasurer, C. G. Brazier; captain, H. J. Taylor,

J. J. GILLIGAN and A. G. Collins have charge of the North Shore tour, under the auspices of the Suffolk Wheel Club, and the programme and all the preliminaries have been arranged. Five dollars each will be charged the participants, which amount will cover all expenses of the three days' tour. Below is the corrected programme: —

SATURDAY, 3 JULY.

3 P.M. — Start from corner Berkeley street and Warren avenue for Salem. Supper, lodging and breakfast at Essex House. First days' ride, twenty-five miles.

SUNDAY, 4 JULY.

9 A.M. Start for Gloucester — Dinner at Bass Rock House. 3 P.M. — Start on the famous "ride around the Cape," distance sixteen miles. Supper, lodging and breakfast at the Bass Rock House. Second days' ride thirty-two miles, from Boston fifty-seven miles.

MONDAY, 5 JULY.

8 A.M. — Start for Essex House, Salem, for dinner.

2.30 P.M. — Start for Boston, arriving at starting point about 6 P.M., where the tour ends. Third day's ride, forty-one miles. Total for tour, ninety-eight miles.

ROAD RACE, 5 JULY.

The road race will be started from the Bass Rock House at 11 A.M., allowing the tourists a view of the finish, at the Essex House, Salem. First prize, gold medal; second prize, silver medal. Entries free to tourists; $2.00 fee to all others. Entries close to Mr. J. J. Gilligan, 6 and 8 Berkeley street, Boston, 2 July.

The following is the programme of races at the Illinois Division L. A. W. meet, to be held at Cheltenham Beach, on 5 July: No. 1, one mile, novice, bicycle; No. 2, one mile, Chicago and St. Louis, bicycle; No. 3, two-mile, handicap, bicycle; No 4, two-mile, 7.15 time race, bicycle; No. 5, one mile, State champion hill, tricycle; No. 6, one mile, 3.15 class race, bicycle; No. 7, one mile, State championship, bicycle; No. 8, three miles, open to all amateurs, bicycle; No. 9, five miles, State championship, bicycle; No. 10, one mile, handicap, bicycle; No. 11, one mile, open to all amateurs, bicycle; No. 12, one mile, consolation, bicycle.

ON Monday, 7 June, at Leicester, England, R. Howell managed to make the one-mile professional English record in 2.39 2-5, beating his own record of 2.40 4-5, made at the same place August, 1883. Howell holds the world's record for one mile, 2.31 2-5, made at Springfield, last fall.

FRED LEES took the one-mile professional handicap bicycle race at Leicester, England, 7 June, in 2.39 2 5. From the account, we understand that Lees had 35 yards start over Howell, who finished fourth. It was in one of the preliminary heats that Howell made his mile in 2.39 2-5.

RACING MEMS.

Lynn Races.

THE threatening clouds which hung over Lynn on Thursday 17th, and which occasionally sent down a smart shower, did not dampen the ardor of the friends of cycling in that city. There were about 2,000 people on the grounds when the bell in the judges stand, sounded the warning notes for the participants of the first event to get ready. There was not much delay in getting the men out, and the races were started in good season. The falling off in attendance was no doubt due to the poor races held on the same track Memorial Day, but those who attended the races on Thursday were well satisfied with the entire programme, and there was no lack of enthusiasm as the men passed the grand stand. Not only was the system under which they were run improved, but the management have had built since that time, dressing-rooms for the racing men, on the back stretch. A picket fence has been built from the main entrance to the grand stand, and it is now impossible for the crowd outside to rush on the track. A post with a box on the top has been erected near the judges' stand. Cards with the number of laps to be ridden, are placed inside; the cards are changed after each lap, so that when the rider is coming up the home stretch he can readily see what he has ridden, and is to ride.

The first event was started on a very few moments after the time advertised. The following men showing up: J. S. Lang, of Lynn; Fred Woodbury, of Beverly; Henry McBrien, of Lynn; S. L. Truesdale, of Lynn, and C. F. Green, of Lynn.

Lang at once rushed for the lead, but on rounding for the homestretch the first lap Truesdale went for and took the lead and held it to the finish. Green was running very fast, and was unable to round the lower turn, and so took a header into the ditch. Luckily no harm was done. The fight for second was sharp, and was captured by McBrien by only a few inches.

SUMMARY.

One mile novice race.

	M. S.
S. L. Truesdale	3 5 3-4
Henry McBrien	3 16 2-5

The next event was one that excited much interest, as it was understood that the mile must be done in 2.50 or better, or no medal. The men who came to the line were: W. A. Rowe, Lynn; George Weber, Smithville; W. P. Knapp, Cleveland. This was a race from the word go. Knapp got very much the best of the start, and managed to hold the lead for one and a half laps; here he had to give way to Rowe and Weber. Weber made a game effort to reach Rowe, but could not do it.

SUMMARY.

One mile open bicycle race.

	M. S.
W. A. Rowe	2 37 2-5
George E. Weber	2 43

Mr. Barnard, clerk of the course, then announced; that Mr. Eck would try and lower the professional quarter mile tricycle record. Eck got away at a rapid gait, with A. J. Morgan as pace maker, and, notwithstanding the heavy track, succeeded in lowering the professional record two and two-fifth seconds. Eck's time, 42 2-5, best professional previous record 44 2-5 by Howell, at Springfield, last fall.

Third event. Three mile lap race, three entries; George E. Weber, A. A. McCurdy, G. M. Hendee. The men got away well together. Hendee leading, with Weber and McCurdy close behind, on the home stretch. Hendee and Weber commenced to draw away from McCurdy, and Hendee crossed the tape first. McCurdy fell out on this lap. Weber and Hendee now commenced to work hard for the lead, and the second lap was declared a dead heat. Hendee won the next lap. The fourth lap was also declared a dead heat. Hendee though closely pushed, won the succeeding laps. The time was as follows:—

SUMMARY.

Three mile lap race.

George M. Hendee.....for 3 miles 8.41 4-5

Weber's time was 9.15.

The next event was the ten mile professional, and had for starters: Wm. M. Woodside, John S. Prince, Robert Neilson. As each of the contestants appeared they were loudly cheered. Prince took the lead at the start, with Neilson second, Woodside third. At the half mile post Neilson commenced to push for the lead, and held it, crossing the tape first, with Prince and Woodside close behind. Woodside now closed up on Prince and Neilson, and at the finish of the third lap, was leading, with Neilson s cond, Prince third. These positions were maintained until the fifth lap, when Prince changed to second place. There was no change for the next three laps. On the ninth lap Prince once more took the lead, with Woodside second, Neilson third, on the back stretch Neilson closed up with Prince, and held the lead during the tenth and eleventh laps. Woodside now seemed to be losing ground, and notwithstanding the repeated calls from the grand stand of "brace up, Woody," etc., he could not gain an inch on Prince and Neilson, who were riding at a rapid gait. As the men entered the homestretch on the twelfth lap, the Lynn Cadet Band struck up the "Wearing of the Green," which seemed to have the desired effect, for Woodside made an effort and took the lead. This position he held until the eighteenth lap, when Prince took the lead for two laps, but again gave way to Woodside. There was not any change now in the positions until the end of the twenty-ninth lap, when Prince took the second place, with Woodside close behind, Neilson leading; as the men came up the homestretch on the thirtieth lap the cheering was deafening. Prince closed on Neilson, and forged his way to the front, crossing the tape a winner in 30.8 1-5, Neilson second, 30.8 3-5.

The time by miles as follows:—

SUMMARY.

Ten mile professional sweepstake bicycle race.

Miles.	Name.	Time. M. S.
1	Woodside	2 50
2	Woodside	5 47 2-5
3	Prince	8 50
4	Woodside	11 44 3-5
5	Woodside	14 49 2-5
6	Prince	17 55
7	Woodside	20 58
8	Woodside	24 04 1-5
9	Neilson	27 07 1-5
10	Prince	30 08 1-5

Neilson's time was 30.8 3-5.

The last event was the two mile handicap seven starters, Rowe, Knapp, scratch; W Rhodes, 150 yards; F. S. Hitchcock, J. Lang, A. A. McCurdy, and Porter, 560 yards; F. S. Hitchcock won, McCurdy second, Rowe third.

SUMMARY.

Two mile handicap bicycle race.

Miles.	Name.	Time. M. S.
1	W. A. Rowe (scratch)	2 40
2	F. S. Hitchcock (560 yards)	5 19 2-5

Rowe's time was 5.29.

OFFICIALS.

Referee: W. W. Stall, Boston. Judges: Dr. W. G. Kendall, Boston; Frank Winship, Lynn. Timers: E. E. Merrill and E. Saville, Boston; O. S. Roberts, Lynn. Scorers: Chas. Kluge, Jersey City; W. Pevear and H. Crowell, Lynn. Clerk of course and starter: George Barnard. Umpires: J. J. Gilligan, Boston; R. H. Robson, Salem; M. F. Emilio, Salem.

NOTES.

Doc. Kendall was on the track as usual shooting off his camera.

The Mass. Club under command of Capt. Peck had not reached Lynn when the races were over.

Woodside rode well considering the difficulties experienced during his trip East; he states that the train on which he was travelling broke down, during which he lost two nights' sleep.

There were no score cards or programmes of the races.

The handicapping in the last event was a failure, the men got all mixed up, and much to the amusement of the crowd Rowe kept chasing Hitchcock till stopped by the officials.

Mr. C. S. Howard who was to act as starter, did not arrive till 2.50 P. M. Mr. Barnard, clerk of the course, also filled the position of starter.

The Lynn Cycle Club celebrated their second anniversary, 17 June, by a dinner at the Revere House, Lynn.

Mrs. Prince was in the grand stand during the races.

The Lynn Club are to be congratulated on the success of this second meeting, even if the first was not quite up to time.

Brockton Races.

THE race meeting at Brockton, 16 June, under the auspices of the City Club, was only a partial success. The track was in fair condition and with a little more care would be exceedingly fast. The weather, barring a rather strong wind, was all that could be wished for, and there was a creditable number of L. A. W. amateurs to compete. Notwithstanding all this the attendance of spectators was exceedingly meagre, not over four hundred people gracing the grand stand. The time set for the races was 2 o'clock, but it was 2.20 before the bell rang for the contestants, and ten minutes more elapsed before Starter Pratt sent off the men in the first race which was the one-half mile for Plymouth County amateurs. Walter Brown, Ed. Severance, S. A. Little, and Wm. Randall. Severance was the only man mounted on a racing machine. The others rode roadsters and were clad for touring. As might be expected Severance won, Brown, second; Randall, third; time, 1.30 1-5.

Chas. Porter, Will Mason, and A. P. Holmes came to the scratch for the two-mile event for Plymouth County professionals. Holmes went off with the lead with Mason second. On the beginning of second mile Mason rushed to the front, while Porter, who rode a Star with seemingly unusually short lever was meandering along at a touring gait away behind. Holmes got an idea that he could take the lead, so he went for it in the last lap and came in an easy winner, Mason sitting up. Time, 6.35 3-5. There was quite a list of entries for the one-mile 3.30 class, but Walter Brown and D. C. Pierce, of Brockton, W, A. Doane, of Dorchester; Henry Hill, of Whitman; and Arthur W. Porter, of Newton, were the only ones who showed up. There was some discussion as to whether or not racing machines were allowed, and finally a protest was entered against Pierce, but as the result would not have been changed, the protest was not considered. The feature of this race was 1 orter, who is a young lad about fourteen years old, we should think. He rides like an old hand, and the game st uggle he had on the last lap with Hill was very exciting. For about a quarter of a mile they were neck and neck, but finally the little fellow from Newton drew away amid the enthusiastic plaudits of the small crowd. The real race was between Pierce and Doane, and we think had the latter been mounted on a racing wheel the result would have been different. As it was, after a close brush, Pierce went under the wire first, Doane taking second; Brown, third; Porter, fourth; time, 3.01 2-5.

The best race of the afternoon was the one mile Plymouth County handicap. The starts were well allotted, the men bunching well towards the finish. The starters were A. E. Randall, scratch; Ed. Severance, forty yards; Walter Brown, fifty yards, and Wm. Randall, sixty yards. Had the scratch man been given a little harder task the handicap would have been a model

one. As it was, A. E. Randall won by a few yards Severance (40), second; Wm. Randall (60), third; time, 2.59 4-5.

The next event was a mile race for boys. Young Porter entered and won easily. The only excitement was a lively dust up between H. G. White and Geo. White, two b others, for second place.

H. G. White on a diminutive Ideal, gave his older and larger brother a good race, and it was nip and tuck for the last lap. Down the home stretch they came, neck and neck, amidst laughter and cheers, and crossed the line almost even. A. W. Porter first, Geo. White second, H. G. White third; time, 3.35 2-5.

When the excitement had subsided a little, Prince in a gorgeous jockey jacket of black and red, and Eck in black and yellow, took a canter preliminary to starting in a five-mile race, in which Eck had 400 yards start. It is unnecessary to describe this race, except that the men made it exceedingly interesting to the spectators. Prince gradually drew up on Eck, but did not pass him until just as they were coming down the home stretch, when Jack "dotted" his trainer on the path, and took first money. Time, 16.02. The first mile was made in 2.51, which is the professional record for the track. After the next event had been run off, Neilson appeared and attempted to lower this record, but only succeeded in getting down to 2.53.

The five-mile open for amateurs, was a good race, as in it all the crack purists appeared. D. C. Pierce, Brockton: H. G Getchell, Cambridge; D. E. Hunter, Salem; Eugene Sanger, Somerville; Henry Hill and S. A. Little, Whitman, started. The two last were not in it at all, and were improperly clad and mounted for racing. Hill started with the lead, and for the first quarter the men all loafed, but Hunter soon stirred things up a bit, and kept the lead until the half distance had been covered. Then Sanger, who was in his maiden race, made a successful try for first and for second time acted as pace maker. Entering the last lap Hunter took first, and Getchell kept well up, and this order was maintained until the finish. Hunter first, Getchell, second, Pierce third, Sanger fourth. Time, 16.57 1-5.

In the mile open, A. E. Randall, H. C. Getchell, and Frank Gibbs of Cambridge, started. Gibbs took the lead, but Getchell soon rushed by and, leaving his men way behind, crossed the line in 2.53, thus tying with Neilson, and taking the track record for amateurs.

The last event was one mile tricycle, A. E. Randall and Pierce being the only starters. Randall winning in 3.50.

Kings County.

THE Kings County Wheelmen held their fourth annual race meeting at the Brooklyn Athletic Association's grounds, DeKalb and Classon avenues, 19 June. The first race was for one mile for novices, run in heats, winners and second and third men in the trials to run in the final. The first heat was won by E. J. Halstead, of the Harlem Wheelmen, in 3.14. F. B. Jones of the Independent Wheelmen, was second, with H. F. Hornbustel, of the same club, third. The second heat was won by T. H. Burnet, of the Roselle Ramblers, in 3.19 1-5. The final heat won by Halstead, with Burnet second; time, 3.12 3-5. The one mile novice race for members of the Kings County Wheelmen was taken by T. C. Crichton, in 3.18 2-5. R. J. Knox second. In the two-mile bicycle handicap, open to all amateurs, A. B. Rich won the first heat from the scratch; time, 6.15. H. S. Kavanaugh of Cohoes, second. The s cond heat was taken by W. J. Wilhelm, of the Harlem Wheelm n, 150 yards start, in 6.7 4-5. J. W. Powers, of the Harlem Wheelmen, 150 yards start, was a close second. The final heat was taken by Rich; time, 6.7. Kavanaugh, 20 yards start, second. The one-mile race for the championship of the Brooklyn Bicycle Club was captured by William Meeteer; time, 3.25. F. B. Jones was second. The three-mile handicap was a close and exciting race. A. B. Rich starting from scratch, again defeated H. S. Kavanaugh, who had 50 yards start; time, 9.31 1-5. Kavanaugh was only 3 yards behind at the finish. The one-mile Ilderan Bicycle Club championship race was won by W. M. Richardson, with H. S. Bradley a close second; time, 3.19 4-5. A. B. Rich and E. Valentine were the only contestants for the one-mile tricycle contest. Rich won in 4.48 3-5. Valentine fell on the track. The two mile race for the championship of the Bedford Cycling Club was won by F. Pray easily, in 7.14 2-5. G. F. Bartlett came in second. A. B. Rich scored another victory when he rode in the five-mile race for the championship of New York State. E. Valentine was a close second; time, 16.17 1-4. The one-mile consolation race was won by W. J. Witherin, H. J. Hodgson second. George R. Bidwell acted as referee, with C. H. Luscomb, R. F. Hibson, R. N. Chichester, and A. B. Barkman judges; and Messrs. Jenkins. Austin, and Phelps timekeepers.

NOTES. — Rich had a soft snap all the way through. How these races will complicate things. Another Bull will be issued and a great big batch of suspends will be the consequence.

Everybody will soon be in a state of suspense if this thing goes on much longer.

THE Binghamton Bicycle Club do not propose to be left out in the cold 5 July, and so issue a cordial invitation to racing men. They give the following attractive programme:—

No. 1, one mile, novice — open.
No. 2, two mile, dash.
No. 3, one-half mile, boy under fifteen.
No. 4, three mile, 9-45 class.
No. 5, one mile, N. Y. State championship.
No. 6, one mile, ride and run.
No. 7, three mile, handicap — open.
No. 8, one mile, handicap, Binghamton Bi. Club.
No. 9, one mile, consolation.
No. 10, one team race, three men from each club.

Entertainment at Pioneer Rink, 8 P. M. Competitive club drills. Exhibition of trick mule bicycle, etc. Good music in attendance. The committee reserve right to refuse any entry. Races open only to wheelmen not disqualified by L. A. Racing Board. The New York State championship only to members New York State Division L. A. W. All competitors must appear in becoming uniform or will not be allowed to ride. Entrance fee fifty cents for each event, closing 1 July. Clubs wishing to secure special rates on railroads should apply to Gerry Jones, chairman tournament committee. Reduced rates may be had at all the principal hotels during the meet. General headquarters: Hotel Bennett. C. E. TITCHENER, Binghamton, N. Y.

The Rhode Island Division of the L. A. W. will hold a 25-mile road race on Saturday 26 June, 1886, which will be open to all members of the Rhode Island Division of the L. A. W.

The course will be as follows: From a point just beyond the Red Bridge in East Providence, taking the Warren road straight down 12 1-2 miles, and return by same road.

Start will be made promptly at 3 P. M.

The prizes will consist of gold medal to first, and silver medals as second and third prizes. If the entries are seven or more, a fourth prize may be added.

The entries for the road race under the auspices of the Rhode Island Division of L. A. W., up to Saturday, were as follows: A. B. Mann, Pawtucket; M. Turner, Warren; A. M. Perry, Warren; George R. McAustin, Providence.

A HILL climbing contest is one of the events talked of under the auspices of the Providence Club, to take place somewhere in July.

WOODSIDE wants to have another whack at the 50-mile record. Well, why not make a match with Prince to run at Lynn? An event of that kind would draw. Will the Lynn management take the hint?

COLUMBUS, GA., is to have a three day's race meeting some time in July to be run under L. A. W. rules. This programme embraces nineteen events.

THE Hartford Wheel Club 20-mile road race, 19 June, resulted as follows: A. F. Judson, 1.29.16; W Harding, 1.31.14; H. Wilcox, 1.47.15. These men will represent their lub in the State division road race to-morrow.

E. OXBORROW brought the safety record down to 2.55 at Aston, 5 June. He rode a Rover.

FIXTURES

JUNE.

26 SATURDAY. — Capital Club races, Washington, D. C.
Newton Club, 3 P. M., Eliot Block run.
Meriden Wheel Club twenty-mile championship club road race, L. A. W. rules.

27 SUNDAY. — Brockton Bicycle Club to Massapoag House.
St. Louis Ramblers 100-mile run to Clarksville.

JULY.

1 THURSDAY. — C. W. A. meeting, Montreal, three days.

3 SATURDAY. — Suffolk Wheel Club, three days' tour commences, along the North Shore.
World's Pastime Exhibition, Chicago, Ill., opens for 100 days.
Illinois Division meet, Chicago, Ill.
Massachusetts Club, 3 P. M., run.
Lynn races at Lynn, Mass., under A. C. U. rules.

5 MONDAY. — Binghamton Bi. Club, fourth annual meet.
Caledonian Club, Springfield, Mass., race meet, under A. C. U. rules.
New Hampshire Division L. A. W., Portsmouth.
L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.
Boston, city of Boston races on the Common. Special race for m. a. s.
Springfield Bi. Club, 20-mile road race.
Melrose Bi. Club road races
Newton Antique and Horrible parade.
Cleveland, Ohio, races, under auspices C. Bi. C., races at 10 A. M. and 3 30 P. M.
North Adams, Mass., annual race meet of the North Adams Wheel Club.
Mellville, N. J., annual race meet under auspices of Mellville Bi. Club.
Winona, Minn., annual race meeting of the Winona Bi. Club.
East Saginaw, Mich., tournament and race meeting.

9 FRIDAY. — Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.

10 SATURDAY. — 21-mile road race, open to all, Entries to Indiana Tour No. 3.

11 SUNDAY. — Brockton Bi. Club to Nantasket.

15 THURSDAY. — Indiana Division Race Meet at Indianapolis, Ind.
Inter-State bicycle races, at Youngstown, Ohio.
Inter-State Tournament, Youngstown, Ohio.
Tournament at Columbus, Ga., State championships, three days.

16 FRIDAY. — Elwell's Blue Nose tour, leaves Boston for a twelve days' tour down the St. John River, from Grand Falls to the city of St. John.

25 SUNDAY. — Brockton Bi. Club to Natick.

AUGUST.

3 TUESDAY. — Clerical Wheelmen's tour starts from New York City.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

SEPTEMBER.

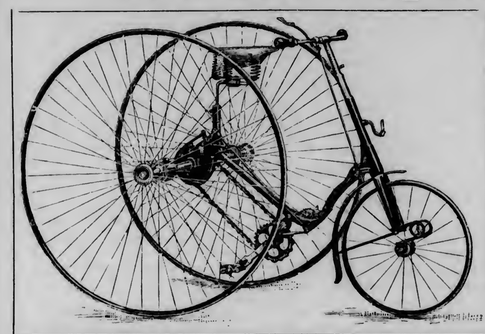
8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

21 TUESDAY. — Bicycle races at Junction City, Kansas, in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois.—L. W. Conkling, 108 Madison street, Chicago.
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—Dr. A. G. Coleman, Canandaigua.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 823 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Oskaloosa.
Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Bethuel T. Vincent, 4037 Locust street, Philadelphia, Pa.; William E. Thayer, 7 Park street, Boston, Mass.; John T. Starr, Coldwater, Mich; James M. Tryson, Woolson Spice Company, Toledo, Ohio; Rev. J. Henry Sharpe, 4006 Pine street, Philadelphia, Pa.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

THE OVERMAN WHEEL COMPANY,
182 COLUMBUS AVENUE,
Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.

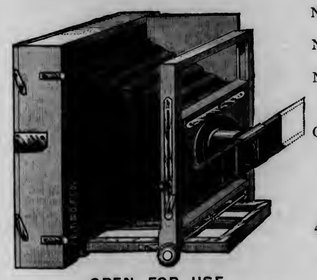
THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

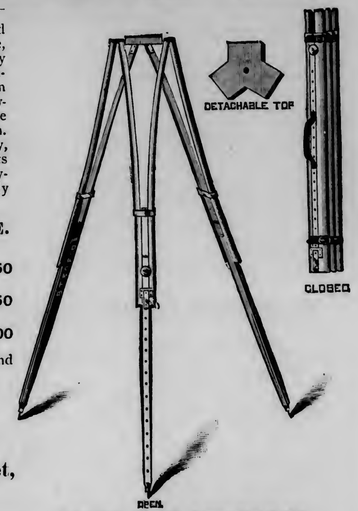
No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.



OPEN FOR USE.

THE BLAIR CAMERA CO.
OFFICE AND FACTORY,
471, 475 and 477 Tremont Street,
BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

Amateur Photographic Outfits and Materials

OF THE BEST MAKES — IN GREAT VARIETY.

* EURYSCOPE * — * * LENSES * *

FOR WHEELMEN.

VOIGTLANDER'S EURYSCOPES and DARLOT'S RAPID HEMISPHERICAL LENSES are the BEST and QUICKEST Lenses in the Market for INSTANTANEOUS WORK, LANDSCAPES, PORTRAITS, INTERIORS, Etc.

Catalogues sent on application. Sole Agents in the United States,

BENJ. FRENCH & CO., 319 Washington Street, Boston, Mass.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE COLUMBIA IN THE WEST

THE RECORD BROKEN.

Splendid Bicycle Performance of S. P. Hollingsworth, at Greenfield, Ind.

[Special Dispatch to the Sunday Herald.]

INDIANAPOLIS, IND., June 19, 1886. S. P. Hollingsworth, of Russiaville, was wonderfully successful in his attempt to beat the long distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best race track record is 270.

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER. *Indianapolis Times.*

THE COLUMBIAS AT LYNN.

June 17, 1886.

1-MILE NOVICE.
1st, S. L. TRUESDALE.
2d, HENRY McBRIEN.

1-MILE OPEN.
1st, W. A. ROWE.
Time, 2.37 2-5.

3-MILE LAP.
1st, G. M. HENDEE.

2-MILE HANDICAP.
1st, F. S. HITCHCOCK.

1-4-MILE TRICYCLE PROFESSIONAL WORLD'S RECORD,
T. W. ECK.
Time, .42 2-5.

THE COLUMBIAS IN NEW JERSEY.

25-MILE INTER-CLUB ROAD RACE (NEW JERSEY),
JUNE 19, 1886.
1st, E. M. VALENTINE.
3d, H. CALDWELL.
On Columbia Light Roadsters.

THE COLUMBIA IN BROOKLYN.

June 19, 1886.

The following Events were won on Columbias.
1-MILE NOVICE,
2-MILE HANDICAP,
3-MILE HANDICAP,
2-MILE BEDFORD
C. C. CHAMPIONSHIP,
5-MILE N. Y. STATE CHAMPIONSHIP.

THE POPE MFG. CO.
597 Washington St., Boston, Mass.
12 Warren St., New York, } Branch Houses, { 115 Wabash Ave. Chicago.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.
L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.
Cycling Papers on file.
F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN,

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,
No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE WORLD
One Dollar
A YEAR.



FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 45-inch new model silent ratchet Star bicycle, new machine. ROBERT PALMER, JR., Noank, Conn.

FOR SALE.—One 50-inch bicycle, first class machine, good as new, ball bearings all around; price $90; cost $125. WM. THOMAS, Gazenovia, N. Y.

FOR SALE CHEAP.—A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS. Chicago, Ill., or, WM. C. DANIELS, Napierville, Ill.

FOR SALE.—One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POITER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE.—One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE.—Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Willimantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

AGENTS

In every Town and City

TO SELL THE

BICYCLING WORLD

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.
W. A. RHODES.
L. D. MUNGER.
E. D. HUNTER.
W. H. HUNTLEY.
F. P. KENDALL.
C. H. POTTER.
C. E. PRATT.
M. V. J. WEBBER.
P. FURNIVALL.
R. CRIPPS.
R. CHAMBERS.
E. F. LANDY.
F. R. COOK.
G. M. HENDEE.
N. H. VANSICKLEN.
W. F. KNAPP.
J. G. HITCHCOCK.
L. B. HAMILTON.
WM. A. ROWE.
L. A. MILLER.
GEO. E. WEBER.
WM. E. CRIST.
H. D. COREY.
N. M. BECKWITH.
A. BASSETT.
J. S. PRINCE.
FRED WOOD.
R. HOWELL.
W. M. WOODSIDE.
R. A. NEILSON.
R. H. ENGLISH.
E. P. BURNHAM.
W. C. MARVIN.
THOS. STEVENS.
B. B. AYERS.
W. W. STALL.
C. A. HAZLETT.
H. J. HIGH.
C. E. KLUGE.
A. B. RICH.
A. H. OVERMAN.
A. A. POPE.
W. S. ATWELL.
A. G. SPALDING.
H. B. SMITH.
H. W. GASKELL.
S. T. CLARK.
W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

THE FIRST ANNUAL GAMES
—OF THE—
CALEDONIAN CLUB

Of Springfield, Mass., will be held at HAMPDEN PARK, on

MONDAY, JULY 5, (National Holiday.)

$1200 IN PRIZES,

The programme consists of Putting Heavy Stone-Hop Step and Jump, Throwing Light Hammer, Broadsword Dance, One Mile Race, Tossing the Caber, Hitch and Kick, Highland Fling, Throwing Heavy Hammer, Bagpipe Competition, Pole Vaulting, Juvenile Dancing, Running High Leap, 100 yards Dash, Wrestling Match, Tug of War, between ten men each, of Springfield Athletic Club and Caledonian Club, Horse Trot and Bicycle Races.

Bicycle Races: Geo. M. Hendee, (Scratch), will participate in the 1-Mile Amateur Handicap Bicycle Race. Other races will be a 1-Mile open to the members of Western Massachusetts High Schools. Three Mile 9.00 Class and a 5-Mile 15.00 Class. Bicycle Races held under **A. C. U. Rules,** for which Suitable Prizes are offered.

Entries to be made with A. O. McGarrett, Springfield. Entries 50 cts., and close June 30.

In the evening there will be a Grand Display of Fireworks. Music by Weed's Military Band of Hartford.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✳ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents. BICYCLING WORLD COMPANY.

BICYCLE SUPPLY CO.

32 FRONT STREET,
NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO AMERICAN STAR.

BICYCLING WORLD

FOR ONE DOLLAR A YEAR

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines.
DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H.B.HART, 811 ARCH ST. PHILA.=

BULL & BOWEN
COR MAIN & CHIPPEWA
BUFFALO
N.Y.
BICYCLES & TRICYCLES
MFR'S OF ACCESSORIES
REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., PEORIA, ILL.

THE WORLD
One Dollar
A YEAR.

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

ILLUMINATING

AND

LUBRICATING OIL.

The Best in the Market. Satisfaction Guaranteed.

MADE BY

W. K. MENNS - - - EVERETT, MASS.

For Sale by the Principal Dealers.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

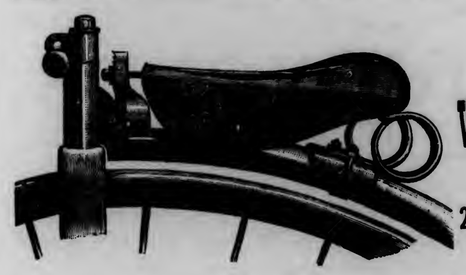
REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.



HAVE THE BEST!

SEND FOR DESCRIPTIVE CATALOGUE OF

WONDER SADDLE and SPARKBROOK CYCLES

McCOY & WILLIAMS,

24 and 26 Mechanics Street - - - NEWARK, N. J.

SALESROOMS, 573 MAIN ST., ORANGE, N. J.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn beneath the flannel shirt, passes over the shoulder and down the back, has a sliding back which can be unfastened by a spring, in an instant without inconvenience.

PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our

CYCLING GOODS.

HOWARD A. SMITH & CO., SUCCESSORS TO ZACHARIAS & SMITH,
Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.



The NEW EXCELSIOR CYCLOMETER

Will be ready July 1st.

It registers 1000 miles. It reads from the saddle. It is accurate. It has interchangeable lamp attachment.

It is the Handsomest and Best Cyclometer in the market.

MANUFACTURED BY

FRED. JENKINS,

21 Park Row (Rooms 65, 66 and 67), New York.

New York Headquarters for the New Rapid and Celebrated Quadrant Tricycles.

Factory and Repair Shop, 291 W. Eleventh St.

All manner of repairs executed promptly, and at moderate rates. Disabled machines called for and delivered, free of charge, in any part of the city below 61st Street. Nickelling and Enamelling a specialty. Orders by mail will receive prompt attention. Out of town repairs should be sent by freight.

ENERGETIC AGENTS WANTED.

EXCELSIOR No. 2.



PRICE, $8.00.

FOR SALE BY ALL DEALERS.

WRITE FOR TERMS.

TRICYCLES ON INSTALMENTS.

Compressed Tires,

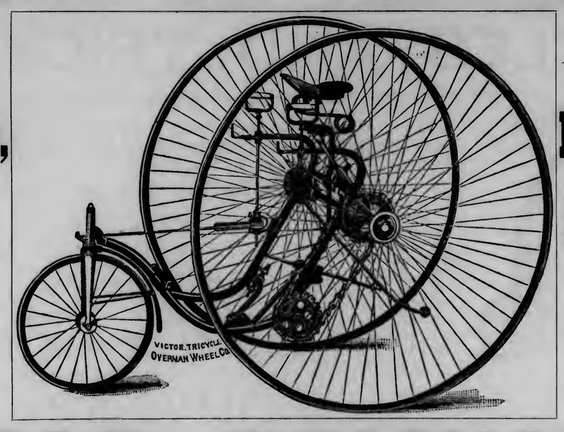
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

VICTOR TRICYCLES.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

CAN BE BOUGHT on these Terms: $50 Cash, and $75 to be paid $10 per Month.

We will sell only a few on these terms, to reduce Stock. Good references will be required.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

CYCLING LITERATURE AND PERIODICALS.

FOR ANYTHING ON THIS PAGE, SEND TO

BICYCLING WORLD CO., 179 Tremont Street, Boston, Mass.

OUR CAMP

Xmas Number of the Cyclist

FOR 1884.

Nearly a hundred illustrations and three supplements. By the authors and artists who gave us the Great S——

By Mail, 25 cents.

HEALTH UPON WHEELS.

By W. GORDON STABLES, M. D.

CONTENTS.—What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter.

By Mail, 50 cents.

CORTIS ON TRAINING.

By H. L. CORTIS, M. D.

The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

CLUB SONGS.

A Collection of Club Songs, by A. S. HIBBARD ARTHUR YOUNG, and T. S. MILLER.

By Mail, 25 cents.

The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word*.

INTERESTING AND FULL OF HINTS.

Bicyclists' Indispensable.

By HENRY STURMEY.

All issues of this work are now out of print. The ast was issued in 1882. A new volume was promised or 1885, and will be sure to come in 1886.

Tricyclists' Indispensable.

BY HENRY STURMEY.

The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices:—

	Mail.	At Office.
1882 - -	25 cents.	15 cents.
1883 - -	25 cents.	15 cents.
1884 - -	25 cents.	15 cents.

Safety Indispensable.

BY HENRY STURMEY.

A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories.

By Mail, 30 cents.

ROADBOOK OF BOSTON.

BY A. L. ATKINS.

A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed. the hotels, the special attractions, the points of interest, and the turnings are designated as right or left.

By Mail, 10 cents.

A. B. C. OF BICYCLING.

A Book for Beginners, giving full Instructions for Riding, with Hints, Suggestions, etc.

By Mail, 12 cents.

Guide to Bicycling.

BY HENRY STURMEY.

100 Pages.

CONTENTS.—History and Status of the Bicycle; Learning to Ride; Selection of Machine; Table of Sizes; Table of Sizes by Leg Measurement; Hints on Purchasing; Care of Machine; Dismounting; Road Riding; Costume; Accessories; Clubs, Racing and Training; Construction of Track; Cycling Institutions; Forms for Club Constitutions, etc. etc.

A Book for the Veteran and the Novice.

By Mail, 50 cents.

WORLD BINDERS.

We furnish the **Common Sense Binder** for $1.00. It is the best Binder we can find, and is made especially for us.

By Mail, $1.00.

Wheeling Annual.

The Christmas Number of

WHEELING

CONTAINS

Thirty Lithograph Portraits of noted Wheelmen in England and America.

By Mail, 50 Cents.

Our Bound Volumes.

I. TO XI.

A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV.

By Mail - - $2.00 each.

The Set - - $1.25 each.

Bicycle Tactics.

BY CAPT. T. S. MILLER.

A COMPLETE MANUAL OF DRILL FOR CLUBS.

The best Work of the kind.

By Mail - - - - 20 cents.

LYRA BICYCLICA.

BY J. G. DALTON.

A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth.

By Mail - - $1.00.

The Bicycling News.

CARTOON EVERY WEEK.

Edited by GEO. LACY HILLIER and H. H. GRIFFIN.

BRIGHT, BREEZY, NEWSY, INDEPENDENT.

$2.50 a Year, including Postage.

Sample for stamp.

The Cyclist.

Edited by HENRY STURMEY and C. W. NAIRN.

THE LEADING PAPER OF ENGLAND.

Has all the news, and makes a specialty of Practical Articles.

$2.50 per Annum, including Postage.

Sample for stamp.

The Wheel World.

THE ENGLISH MONTHLY.

Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories.

$1.75 per Year, including Postage.

SEND MONEY by American Express Co.'s. Money Order, by Postal Note or Check. In sending stamps use those of 1 cent value.

THE

COLUMBIAS

FOR 1886

ARE CONFIDENTLY PRESENTED AS THE

STAUNCHEST, MOST RELIABLE, AND EASIEST-RUNNING MACHINES MANUFACTURED.

The COLUMBIAS have been continually ridden by almost every trick and fancy bicyclist, and have withstood this most severe test for several years.

THE COLUMBIAS ARE THE HIGHEST GRADE OF MACHINES MADE.

They have Stood the Test of the Roads **for Eight Years,** and so far as known there is not a COLUMBIA which by wear or breakage is unfit for use.

THE RIDERS OF COLUMBIAS
HOLD
THE BEST RECORDS OF THE WORLD.

The COLUMBIAS are Ridden by the Majority of Wheelmen at Every League Meet, and are almost invariably chosen by the **Long-Distance Wheelmen.**

EVERY PART IS INTERCHANGEABLE,
AND CAN BE OBTAINED AT OUR BRANCH HOUSES, OR AGENCIES AT EVERY IMPORTANT CENTER.

CATALOGUE SENT FREE.

EXPERT COLUMBIA.

A Scientifically-Constructed, High-Grade Roadster.

COLUMBIA LIGHT ROADSTER.

A Genuine Light-Weight Bicycle.

COLUMBIA SEMI-ROADSTER.

A High-Grade, Moderate-Priced Bicycle for the use of boys and light men of small stature.

COLUMBIA RACER.

Upon this Racer were made the World's Records for ¼ and ½ mile, and from 2 to 38 miles (inclusive); the World's Amateur Records for ¼ and 1 mile; the World's Professional Records for 4 to 10 and 21 to 43 miles (inclusive); the Greatest Distance Ever Made Inside the Hour (20½ miles, 396 feet).

STANDARD COLUMBIA.

This "Old Reliable" Wheel has Gone Into the Largest Use of Any Bicycle in This Country. A Thoroughly First-Class Machine at About the Price Charged for Second-Grade Bicycles. For the Money it is the Best Bicycle Manufactured.

COLUMBIA TWO-TRACK TRICYCLE.

Strong, Staunch, Rigid, Light, and Easy-Running. The Simplest and Most Scientifically Constructed Tricycle in the Market.

COLUMBIA RACING TRICYCLE.

Weight, all on, 47½ pounds. Remarkably Strong, considering its weight.

COLUMBIA SAFETY.

Strong, Light, Simple, Easy-Running.

LADIES' COLUMBIA TWO-TRACK TRICYCLE.

A Light and Elegant Machine for Ladies, and Men weighing up to 130 pounds.

THE POPE MFG. CO.

597 WASHINGTON STREET, - - BOSTON.

12 Warren Street, NEW YORK. ——— BRANCH HOUSES ——— 115 Wabash Avenue, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

The Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 2 JULY, 1886. | Volume XIII. Number 9.

JUNE 10, 1886.

OVERMAN WHEEL CO., Boston, Mass.

GENTLEMEN:—

I desire to express to you the satisfaction I take in riding the Victor Wheel. I have owned and ridden four other wheels, and I always intended to ride the best wheel made, but I am free to say that were I given my choice, to-day, of any one of the wheels I have ridden, *for nothing*, I should prefer to take a VICTOR and pay the regular price.

Very respectfully,

GEO. F. WILLIAMS,

Captain Nonantum Cycling Club,

Newtonville.

ON THE ROAD!

THE FIRST SIX IN THE GREAT HARTFORD ROAD RACE RODE "VICTORS."

Mr. Judson's time for the 20 miles was 1 hour 29 minutes. This is world's record for 20 miles on the road. The machine is known as "the Easiest Running Bicycle." If you want to win, ride a VICTOR. Catalog free.

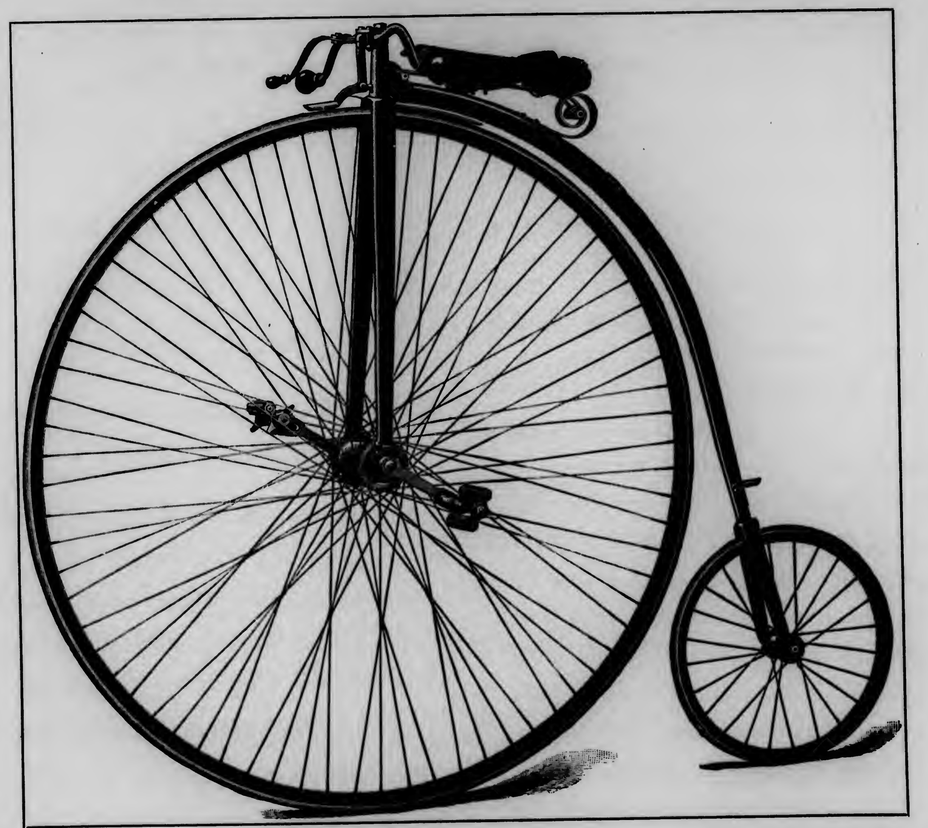
OVERMAN WHEEL CO.

182 COLUMBUS AVENUE,

BOSTON.

THE NEW RAPID

With True Tangent Wheel.

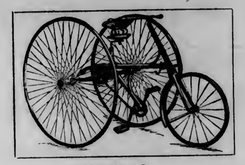


THE HIGHEST GRADE OF BICYCLE EVER OFFERED.

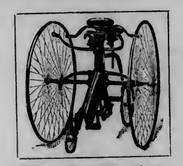
SEND FOR CATALOG.

S. T. CLARK & CO. - - - - Baltimore, Md.

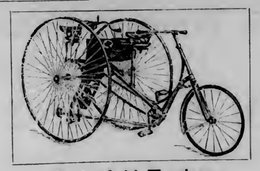
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s. Also winning the Six-days' Race from the Champion SCHOCK, making 1,042 Miles in 72 Hours. These records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE NO. 4263.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE ROVER SAFETY BICYCLE

IS

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 2 JULY, 1886.

"CORTIS on Training" has been received in small numbers. We are expecting more every steamer.

"TRICYCLING for Ladies" has also come to hand. This book has also been in great demand.

A LETTER from President Bates, on the vexed amateur question, came to hand too late for publication this week. We shall print same next week, and no doubt the views of that veteran cyclist will be read with interest.

THE news from Hartford giving the doings of the Connecticut State division of the L. A. W., is a bit squally.

WE took in the great yacht race at Marblehead, last Tuesday. It was a sight to stir the blood of true sportsmen. We yelled ourselves hoarse when we saw the New England darlings "Puritan" first; "Mayflower" second. But don't forget the "Priscilla" is a grand boat.

ENGLAND and America are swapping records now by every mail. Our English exchanges brings the news that James Lennox has accomplished the eight hundred and eighty-five miles between Land's End, and John o'Groats in six days, eight and a half hours, beating Marriot's time by seven hours. He rode an Ordinary, thus giving this type of machine the record again.

THE English exchanges, with one exception, up to date have no comment on the action of the L. A. W. on the amateur question. The *Bicycling News* mentions the matter, and seems to think that Mr. Ducker has received his *quietus*. It winds up by saying, "The grand fact remains that the action of the L. A. W. Racing Board was unanimously sustained, and that the list of suspends has now become a list of professionals."

WE are glad to hear from Mr. E. M. Aaron that the Association for "the advancement of cycling L. A. W." is in a flourishing condition. The Association now numbers some 300 members, and has permanent headquarters at No. 5 South Merrick street, Philadelphia. We wish the Association every success, and we should like to see other cities emulate the example of Philadelphia.

WE have again had our attention called to the odious actions of a certain element that make their headquarters at the Reservoir on Sunday afternoons. We have expostulated, and pointed out the inevitable result if this rowdy mode of proceeding is persisted in. Decent wheelmen do and will show their detestation of such low caddish ways. When ladies with their escorts cannot drive past the rendezvous without having some of these would-be funny fellows make insulting remarks, it is about time to take the roughs and pitch them out of the Reservoir neck and crop.

NO sooner is one war ended than another is all cooked ready to take its place. Exit Pope-Overman bound with olive branches and singing love ditties. Enter Ducker-Bassett armed *cap-a-pie* to clashing music and plaudits of those who love a fight. The very air is sulphurous and heavy with premonition of impending battle. Stand from under and let the square man win.

WE were a bit astonished at the tone of the article in last week's *Cycle in re* the attitude of the Racing Board towards the A. C. U. After the vigorous action and determined stand taken by Mr. Bassett and his *confreres*, we were little prepared to read so conciliatory a leader. What can it portend?

WAS the action of Messrs. Prince & Co. at Lynn last Saturday a fair sample of professional *esprit de corps?* We hope and believe not. Certainly, anger must have got the better of good judgment in this case. We can scarce look upon the affair as establishing a precedent of "how to act when things don't go to suit you."

THE history of the L. A. W. just now is not entirely one of desertion by any means. Each number of the *Bulletin* has a good long list of applications. Last week over one hundred names appeared on the list.

IT will be seen from the letter of Mr. Stephen Terry of Hartford that he is not at all in sympathy with the summary action of his club in withdrawing from the L. A. W. and embracing the A. C. U.

IN our last issue we gave the date of our correspondence with Mr. Bassett *in re* a new batch of suspensions, as being 16 June. This date appears as such, but on discussing the matter with Mr. Dean, he is not sure but that the letter was written on 14 June. Excepting that we desire to be *correct*, this makes no difference in the case, as the date of suspension was 13 June, and the query and reply the 14 June.

MR. DUCKER has issued a circular in the form of a request addressed to President Beckwith, asking that a mail vote be taken as to the advisibility of the L. A. W., dropping all matters from the by-laws appertaining to racing.

Ye Editor Takes a Spin.

THE Pope-Overman controversy having been adjusted, therefore our minds being relieved as to the future welfare of the country, and having obtained permission from our obiquitous "offis" boy for a day off, ye editors two took to the road. Our destination was that charming little place known as Charles River Village, where no watering-cart fiend abides, where no nasty, greasy Belgian pavement exists, and where there are no hot sidewalks sending up heated, wavering air. Green fields, new-mown hay, chirpy birds, and crawling bugs, we knew, awaited us, if we could only get over that stretch of muddy or dusty expanse,—the Milldam. But we were bold, and determined to leave the city with its

TROUBLE AND TURMOIL,

as far behind as good machines, easy pedalling, and a few hours would let us. Shall we tell you how the rushing wind blew clouds of dust down our parched throats. How we wished every hydrant was a soda fountain, and every habitation an ice-cream saloon. How the sun, high in the heavens, beat ruthlessly upon our heads until our white straw hats were turning yellow and our ribbons faded? "Oh, for a 'lodge in some vast wilderness,' some contiguity of shade," sighed "London W."; "the sun beats on my head and on yours as upon the just and the unjust," said that irrepressible youth. But the editor designed no reply to these idle vaporings, and so, content in the thought that each beat of the pedal put that mouldy, decrepit, and antiquated M. A. question farther and farther behind us, we plunged on with heads well down over the handles. "London W." is not a comfortable but an extremely active companion on a trip of this kind. The horrible fatality which causes every miserable cur to seek his ("London W.'s") legs for food, compelled him to execute the most extraordinary, complicated,

AND VARIED DISMOUNTS

it has ever been our pleasure to witness. Stones and curses seemed to have no effect on the purps. When, happy thought! a copy of one of our contemporaries was presented to the snarling canines, when, lo and behold, they fled precipitately, amid the jeers and laughter of our sub editor. "Ha! ha!" said he, "for many a year I have been pestered and worried with the polite attentions of numerous dogs I do not know. Every device has failed me, but at last, at last, I have found the remedy. I will have a pair of leggings made of this, our esteemed contemporary, and thus be able to ride peaceably along." Passing the Longwood Cricket Club grounds, we saw the sphere bowled and heard the cries of "over," and gayly attired youths shouting,

"LOSE FIFTEEN"

as the tennis ball flew over the net. With this passing glance we sped on, stopping for a moment to see the Jamaica Plain ball nine knock out the Brooklineers on the Common. Here the editor, who fancies himself somewhat up on base ball, tried in vain to explain to "London W." the difference between the "home plate" and the pitcher's box. This almost resulted in open rupture, and "London, W." threatened to start a paper of his own and kill the WORLD. Finally, a compromise, to be known as the "Treaty of Brookline," was effected, and the twain, with re-cemented affection and regard, climbed the long rise to Beacon street and the Reservoir. It is a pleasant sight to see birds in their little nests agree.

"I am awful thirsty," gasped "London W." "Assuage your thirst from the old oaken bucket at the Reservoir well," replied the chief. "That water is not wet enough," retorted "London W," "and I think we had better turn towards the Faneuil." This proposition was immediately vetoed by the chief, and the house failed to pass it

OVER THE VETO.

"London W's" efforts to corrupt the members proving futile. Here cur No. 16 distracted the kicking member's attention, and he forgot his desire to apply hot rebellious liquors to his blood, so once more the white dove of peace perched upon the handle bar. Candidly, we must admit that the sweet white dove of peace was decoyed into the perching act by lavish promises of unlimited ice cream when Newton should be reached. After more weary wheeling, the ambrosial nectar affected by Harry Corey during his training periods was sent sizzling down the over-heated tubes into the epigastric region. Refreshed, rejuvenated and rejoicing we were off over Needham Plains, and by steady pedalling reached our destination for the night.

We are Told.

THAT two young ladies of St. Louis, who ride a tandem, have a record, so far this year of nearly four hundred miles.

* * *

THAT Buffalo claims four hundred wheelmen, and the distinction of having a one-armed cyclist.

* * *

THAT H. S. Wood, of Philadelphia, has resigned the several L. A. W. positions he has held, and gone West.

* * *

THAT the bicycle thief is on the rampage in England, and managed to scoop in some very nice machines on Whit Monday.

* * *

THAT the enterprising youth who appropriated Mr. Perry's bicycle lately, kindly returned the name plate to his victim.

* * *

THAT Van Sicklen of Chicago feels quite chirpy over his chances on the path this fall. The fast men will be *non est.*

THAT G. H. Day will accompany Col. Pope on his trip abroad. They will be gone two months on pleasure and business.

* * *

THAT a blower full of red pepper is a sure cure for curs who have an antipathy for cyclists.

* * *

THAT Ducker claims nine hundred as the membership of the one-month-old kid the A. C. U.

* * *

THAT it will be many a day before the membership numbers ten thousand.

* * *

THAT Pittsburg, Pa. is proud because it can boast of three live, up-and-dressed cycle clubs.

* * *

THAT the wheelmen of Bristol County Mass. will give a short road race, and two races for boys on 5 July.

* * *

THAT Lynn is delighted over the fact that Springfield has done the square thing in congratulations.

* * *

THAT the fresh young cyclist who *will* annoy law-loving cyclists and walking citizens by riding on sidewalks is not confined to Boston vicinity by any means.

* * *

THAT the announcement of the resignation of H. Ducker as Chief Consul of Massachusetts was a bit premature.

* * *

THAT a certain divine of Warren, R. I. showed great speed on the road during the road race at Providence last Saturday.

* * *

THAT the N. A. A. A. A. has "resolved" that so long as the L. A. W. definition of an amateur is like their own the expulsion of a member of the L. A. W. by that association shall be concurred in by the N. A. etc.

* * *

THAT P. C. Darrow of Boston went from that city to Indianapolis, Ind. in eighteen days.

* * *

THAT "pure" amateurs are applying to dealers (on the sly,) to "lend them the loan" of a mount free gratis. N. B. Racing Board take notice.

* * *

THAT Chelsea is all right so far as heard from. Mr. Bassett will see personally to the races to be held there 5 July.

* * *

THAT policemen on bicycles is the latest suggested novelty. Why not?

THAT Mr. and Mrs. Stall will soon attempt to break the record of one hundred and fifty miles in twenty-four hours lately accomplished by Mr. and Mrs. Johnson, of Orange, N. J.

* * *

THAT a Mr. Blackwell, of Newton, claims to be second man up the *other* side of Corey Hill.

* * *

THAT Burnham and Crocker are going to try the rear side of Corey on a tandem.

* * *

A NEW track at Meriden, Ct., for cycling, is well on the way towards being an accomplished fact, $750 of the required $1,500 has been secured. Work has been commenced and is being pushed.

* * *

THAT George R. Thayer, of Vernon, Conn., passed through Council Bluffs on his bicycle recently. He is 1,970 miles on his way, and averaged up to date seventy miles per day.

* * *

THAT Philadelphia boasts of five clergymen who ride the bicycle. We think this is the record.

* * *

THAT records made under the L. A. W., auspices will have a good long rest now.

* * *

THAT Van Sicklen don't like to be asked if he is an M. A.

* * *

THAT "bicyclepeds" is a new name, coined by the Hubbard, (Ia.), Times.

* * *

THAT Pittsburghers have been frightened by an "apparition" walking on the waters of the Allegheny. He owned a marine bike.

* * *

THE use of a swallow-tail coat by the L. A. W. tourists on their trip is not liked by the hardy Western contingent.

* * *

THAT Prince Wells has ridden down the Court House steps at Louisville on a wagon wheel. He *must* be a royal rider.

* * *

THAT H. D. Corey is not often heard of as on the wheel nowadays, but when he does get into the pigskin something is done right away that makes the boys sit up.

* * *

THAT A. S. Bulenger of the E. W. will ride from Elizabeth, N. J., to Lake George, a distance of 225 miles.

* * *

HENDEE made the mile in a practice spin at Lynn last Wednesday in 2.30; Knapp in 2.32.3. Rowe went 4 miles in 11.10, and 5 miles in 13.54.4.

Mr. Ducker to the Massachusetts Division.

GENTLEMEN AND FELLOW WHEELMEN,—In the bulletin of 25 June, appears an official notice from N. Malon Beckwith, President of the League of American Wheelmen, to the effect that "there being a vacancy in the office of Chief Consul L. A. W. for Massachusetts" etc. etc. I desire to call attention of our own members to the fact that as far as I am concerned I know of no vacancy. I have not resigned my position, have neither been suspended or expelled, or as yet called to account. The delay in state work for the past month is not the fault of your Chief Consul. The present officers decided on a line of work nearly three months ago, to be commenced as soon as the officials for 1886–7 had been elected and the League Meet over. The result of the election was that only fourteen representatives were declared elected. The State being entitled to twenty-two representatives. I decided to await the additional appointments in order to re-district the State apportionately, and on 22 April wrote suggesting the first appointment. 19 May made a call upon the Executive urging the appointment of the additional representatives, and was assured that at the Boston Meeting they would be appointed. Twice since the above meeting, 17 and 24 June, I have written for the list, but up to date no reply has been received to either.

As to the vacancy of Chief Consul, would say, that on 17 June, I wrote a letter to President Beckwith in which I stated my proposed line of action regarding A. C. U. matters, and asking his advice as a friend, as to whether he thought such line of action would be detrimental to the League, and if so, I would resign the office of Chief Consul, as I did not wish to appear in a double rôle or take any undue advantage which my position as Chief Consul might offer. To which no reply has been received. On 22 June the following was received:—

HENRY E. DUCKER, ESQ.,
Springfield Mass.

NEW YORK 21 June, 1886.

Dear Sir.—Your resignation as Chief Consul L. A. W. for Massachusetts, if placed in my hands, would be accepted. This action while deeply regretted by me becomes necessary in face of the pressure of prominent Wheelmen in Massachusetts, and owing to the procedure adopted by you.

Very truly,
N. MALON BECKWITH,
President L. A. W.

On receipt of the above, I immediately consulted with some of the most "prominent wheelmen in Massachusetts," and officers of the Division in person, and by letter, and with one exception was advised to hold on to my office and continue on in my work, which advice has been followed. With the above plain statement of facts, I leave my case in the hands of Massachusetts Division members, to judge for themselves as to whether this is a vacancy in the office of Chief Consul, and by such decision am willing to abide by. Until then, I shall remain as ever your obedient servant.

HENRY E. DUCKER,
Chief Consul Massachusettts.

Intercepted Letters.

JONNY TO WILLIE.

Dere Willie. I hav been sic tu i tel yer 22 skool street has ben pandimonium latly mi nervus sister has receved a severe shock the da arfter you stablished a lo prised paper i was a grindin of de sheres and a makin of paste wen mr basit in a spasm of roth yeled let fli the boomrang and then thru the paste pot at me and it hit me and nocked me into the ftower barl i got owt awl wite and then charli basit sed wee will redooce the hoffus boy to a dollar a yere and then awl i node was bumps and boots till i struck the bottom stares dey says at hospitall dat mi *os forcettis* was broke mi *cep corium* was discumboberated & mi *epharibus bonum* was owt o'jint [Johnny's latin is a trifle faulty, Ed.] i got bac to the offis las monda but i woodent go up till charli had tuk off his boots & mr. basit chaned up de paste pot and sheers. mr basit has put me on trayning to rase as a poor (*pure*, Johnny must mean, Ed.) amatoor i sharpen sheeres and eat old paste to mak mi wind goode mr basit sais i can beet them dufurs wats got sirteficets aniway we got yu fellers on de run mr basit sade so de oder da and charli larfed and sed yes jonny we got em on de run so farst we carnt ketch em & den mr basit sed shet up yer bloombing idjut & he lookt feerfull furus. las week wirld just com in de offus & mr. basit sed so help me bob de pop overmen war are ended and den he smile kinder sicly like & sais *by gosh* & charli larfs and sez bully for us & he dodged just in tim to hav de ruller mis his hed its offul solem and depressive downe our wa just now.

jonny

p. s. yur boses is stuck up kickers one of dem aint big enuff to be owte nites alone and de oder tall and tin enuff for a flagg pol.

A CERTAIN English exchange lately got into a terrible state of virtuous indignation because, forsooth, a statement in an advertisement appeared in our columns which subsequent facts proved not to be correct. Virtuous indignation is not confined to the tight little isle, and so we propose to take a hand in and show how despicable and untrue the *standing* ads. of our English friends are. Some of the makers have taken to illustrating, and show how the riders of their machine climb hills, win races, skip over the roads with ease, while riders of rival machines are shown to be utterly wrecked and used up. It is the old story of the glass houses with a large proportion of the historical Pharisee thrown in.

CURRENTE CALAMO

War.

The air is blue with eloquence of most emphatic kinds.
The papers chew each other up to ease their little minds,
Soft and tender personalities are bantered as they choose,
Quite forgetful that discussion does n't count for much as news.
The riders who amount to shooks are ordered off the track
With very little prospect of their ever getting back.
The clubs which get up tournaments are going to the bad,
And the average non-cycler is 'most anything but mad.
The Racing Board is ramping on the war path after gore,
It has got a lot already but the cry is still for more.
The League has got itself disliked (which feeling seems to grow)
While the A. C. U. is crowing — over what ; it does not know.
At the present rate of progress it will not be many years
'Till the bicycler and the pugilist are voted as compeers.

PEDALS.

To be consistent in the line of argument laid down by certain parties that men racing at meetings held under the mixed plan, *à la* Lynn, must be punished, it would be proper to adjudge all men professionals who race at meetings where professional contests take place. Is that logic?

FROM a table printed in the *Bicycle South* we find that the N. O.-to-Boston tourists wheeled 1,237 miles, walked 325, and trained it, 218. The latter mode of progression was only resorted to when necessitated by breaks or overflows. The shortest day's wheeling was 4 miles, and the longest 104. The longest day's walking was 36 miles.

THE continent is getting to be pretty thickly covered with cyclists making long journeys. In fact, so common are these travellers on the cycle getting to be that they no longer excite comment.

A. P. STURTEVANT, of Concord, N. H., lately rode from Boston to Concord, a distance of 73¾ miles in 8 h. and 2. m. He reports the roads as follows: From Boston to Lowell, good ; from Lowell to Nashua, fair ; from Nashua to Manchester, very sandy ; from Manchester to Concord, hilly and sandy, but not quite as bad as the road from Nashua to Manchester.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

MR. C. C. CLARK, of the Boston Bicycle Club, started from Boston to ride to his home in Oswego, N. Y.

A STATEMENT has been going the rounds of the press that the Connecticut Bicycle Club, with "a membership of *more than fourteen hundred*," had withdrawn from the L. A. W., etc. The Connecticut club is delighted at the growth of the club, but it was not aware of the enormous strides taken in acquiring members until this notice appeared in the papers.

IN our last we mentioned that thirty-four pounds was the record for the lightest tricycle so far heard from. We now have to record a machine built for F. S. Buckingham, of England, which weighs only thirty and three quarters pounds. Next!

NIXON being restless under the wresting away of the Lands End to John o'Groat's record, attempted to regain same lately, but he failed a little way on his journey. We understand, because of something going wrong with his tricycle.

STEPS are being taken to verify the record of 283 miles in twenty-four hours, lately made by Hollingsworth. Affidavits as to the checking and the distance travelled, measured by survey and cyclometer will be furnished, so that there can be no doubt left as to its accuracy. We shall await the proofs with interest.

COL. POPE says that the BICYCLING WORLD is the only cycling weekly he reads through carefully. Thanks, Colonel, we appreciate the compliment.

A CERTAIN convivial cyclist, who possessed a garrulous better half, presented himself before his spouse one evening lately in a condition which might be called slightly elevated. The wife, like a dutiful helpmate, upbraided him soundly and wound up with the withering remark, that his conduct had the effect to *strike* her dumb with sorrow. "Thanks, m' dear," said the scapegrace, "(hic) hope y'u going to make 't *permanent strike* (hic)."

"FIFTY dollars fine" was the verdict of the Court against Mr. J. F. Brown, of St. Louis, for running his team into Mr. F. G. Baker and his tricycle lately.

SPRINGFIELD can boast of some terrible tough road riders, and therefore the result of the 20-mile road race, 5 July, will be looked for with interest.

How funnily some composition reads. Describing Mr. and Mrs. L. H. Johnson's late splendid achievement of 150½ miles on a tandem, a New Jersey paper says: "After a hearty dinner and a nap, with Mr. and Mrs. J. W. Smith on a Humber tandem, and Miss A. H. Johnson on a cripper, the afternoon run of 30 miles was commenced," etc. It was undoubtedly a novel way of taking a nap, but we doubt if tne tandem and cripper as bed fellows, were conducive to sound and restful slumber.

IT has been aptly suggested that when Messrs. Corey and Hitchcock go for the tandem record, they let it be as generally known as possible. A thing of that kind cannot be too generally watched for their own protection. We should suppose they would want all the cycling world and his wife to be on hand to check them off. Now, gentlemen, when is it to be?

WANTED. — An official handicapper for the A. C. U. L. Must be a man of iron nerve, thick hide, and an unlimited quantity of belief in in his own judgment.

WHAT will not some enthusiasts do for fame and a gold cyclometer? A. B. Norton, of Westfield, one of the contestants for a nice gold cyclometer, claims four thousand miles as his record so far this year, which, if true, proves that all the lunatics are not in durance vile. The absurdity of this is increased by the fact that the riding is mostly done "over a sort of a square" about two miles round, so that this record is not all good honest road work by any means.

SUNDAY fixtures in England are not popular, and in fact are frowned down almost unanimously by cycling clubs. The C. T. C. *Gazette*, in commenting on the question, says: "Cyclists, as a rule, may not be strict Sabbatarians — though, upon this point, they will bear very favorable comparison with the followers of rowing and other pastimes — but the advocate of a programme that would outrage all sense of decorum and decency is destined to have few followers until Englishmen have degenerated still further from the ideal."

Recent Patents.

List of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston: —

343,753. Velocipede, D. G. Biggs, Louisville, Ky. A tricycle.

343,777. Bicycle shoe, T. J. Strickland, Randolph, Mass. Has a fabric upper, to the bottom parts of which a leather strip is secured, said strip being also secured to the sole. The outer sole is of buckskin, and the inner front corner of the heel is bevelled from the top edge downward and inward.

343,841. Velocipede saddle, A. H. Overman, Chicopee, Mass. (Patented also in England).

343,898. Velocipede sleigh, F. F. Foster, Mt. Pleasant, Mich.

343,909. Luggage carrier for bicycles, Jas. A. Lampleigh, Birmingham, England. Attaches to the backbone.

343,959. E. G. Latta, Friendship, N. Y., velocipede. Interlocked coupling sleeves for the spokes at their intersecting points. A rubber tire, with interlaced strands or braids of cord moulded therein.

344,059. One-wheeled velocipede, L. E. H. Spree. Bars projecting downward from the hub on east side of the wheel, and brakearm and shoe on the lower end of each bar.

Look!! THE WORLD, for one year, and a copy of the WHEELMAN'S REFERENCE BOOK, for $1.25. Send in your order.

Manhattan Meanderings.

THE beautiful weather of yesterday, Sunday, tempted out an unusually large crowd, and probably a larger number of riders were out than have been seen before this year. Nearly all the clubs have contributed parties of from one to six, to the quiet army of pedallers who go off on a one or two days' tour. These short tours have never been more popular than they are at present. Greenport, Greenwood Lake, and other notable resorts within one hundred miles of New York, are the favorite points. Among the most indefatigable of the touring clubs, probably the Citizens' takes the lead, although they publish no monthly aggregates, totals, records, etc, and are not animated by any desire to put an impossible number of miles behind them. They keep a record of their runs in a log-book, and if is an interesting study. It is not the regular entry of the route, the number of miles ridden, and the state of the roads, but an attempt is made to record an interesting narrative. Sometimes the story of a two days' jaunt, to some Connecticut village, for instance, occupies two pages, making a very readable, and sometimes amusing story, for the Cits. are great wits. I commend this custom to other clubs.

THE State Division Board of Officers' meet is the event of the week. It is to be held to-morrow, Tuesday, evening, at the Grand Union Hotel. It has not yet transpired what business will be brought forward. The road-book question will be discussed and the date and place of the annual meet will be decided. The latest invite is from the Buffalo Bicycle Club, and this will probably be accepted. The officers of the Division are beginning to appreciate the magnitude of the Division, — a little league in itself, — and various progressive moves will be made.

As you are probably aware, Rich has been reinstated by the doughty chairman of the Racing Board. The Kings County Wheelmen intended to appeal the case, and raise the temperature for the benefit of the School-street Solon. But Solon did not care to antagonize this hitherto loyal club, feeling, perhaps, that he had lost enough friends by his recent decisions; so he opened wide the arms of welcome, and Rich was once more among the lambs. Simple process, isn't it? Rich undoubtedly knew what he was doing when he entered the Yale races, and we may presume that it was only the suasion of the K. C. W. that caused the inflexible chairman to yield.

BY the way, Rich is now four-mile Champion of America, having won that title last Saturday afternoon at his club grounds, on Staten Island, where the National American Championships were held. The starters were Rich, E. P. Baird, Orange Wanderers; C. A. Steuken, Hudson County Wheelmen; J. W. Powers, Harlem Wheelmen; George D. Gideon, Germantown Bicycle Club; and P. M. Hawes. Ixion Bicycle Club. All the men had a turn at the captaincy, Baird leading most of the time, and riding better than we ever remember to have seen him. Rich trundled around third or fourth till the last lap, when he ran away from the boys like a startled fawn — copyright for this metaphor — and won by yards and yards. Time, 13.22⅘.

I HAVE heard various and divers rumblings to the effect that D. H. Renton, or at least his father, had issued warrants for several League officials of high degree. It has apparently ended in smoke, or else is only one of Dame Rumor's vaporings. The officials over whom the sword of Damocles is suspended, don't seem to frighten much; for, judging from their appearance, they are eating their regular allowance of three rectangular meals *per diem*.

TITNAM.

Chicago.

ANOTHER of our fondest dreams has been beautifully knocked on the head, and it is pretty certain now that the Chicago club will have to abide indefinitely in its present rat-trap quarters. Mr. Bemis for one thing has withdrawn his offer of $500, as he and the landlord are having a row over the property, and consequently, he is not so anxious to have the club leave as he was. Then the boys made a mistake in the way the matter was handled. The chairman in appointing the committee, neglected to include one of the strongest men in the club, Mr. John C. Ellis, but the committee was as good as could have been selected otherwise. They met for organization, and then Mr. Chairman Miller made the mistake of allowing himself to be elected the permanent chairman, Everybody knows that Tom Miller is a jolly good fellow and all that, but as a chairman of a building committee he carries no more weight than a Canada thistle. He is too young, is a clerk, and has none of the financial elements that should belong to such a chairmanship. There are but three men in the club who are fitted for it; they are, R. P. Gormully, John C. Ellis, and J. W. Spalding. Either of these gentlemen could have given the scheme the pressure of wealth and business success. But as they are busy men, they are not looking for picnics of this character, and, although I am inclined to think they might have been persuaded, they would not seek the honor. Well, the committee reported at a special meeting Thursday night. and the small boys of the club, such as Valentine Coulsling, immediately began to pooh-pooh and question the results obtained by the best committee the club has had for a year past, so that the committee were simply disgusted, and there you are. In my humble opinion, the Chicago Bicycling Club will never amount to anything until these precocious youngsters are so everlastingly sat on, that they will think they are at the bottom of Lake Michigan, and one thing more, until one of our strong men is induced to take the presidency. Miller is not the man.

THE annual L. A. W. tour route has been somewhat changed, so that New York city is left out, and the sail to Point Comfort will be over the Chesapeake Bay, instead of the outside route from New York. This will be pleasant to those who are liable to be seasick. I send you a copy as at present determined upon, which you can use in another column if you wish.

THE Western Division will make a scorching tour to Racine this afternoon (Saturday) at 3.30, providing the weather permits. About twenty will comprise the party. The route will be *via* Libertyville, where the night will be passed, and then on to Racine Sunday forenoon. The Goodrich steamer will bring the boys back, arriving at Chicago Monday at 5 A.M. There are a number of delightful tours in prospect for the Western Division, which I shall send you from time to time.

VANSICKLEN took the ten-mile L. A. W. championship at Detroit last Thursday in 36 and something. Poor time, but the race was made in a pouring rain.

THE Illinois Meet will be a success, I think. Everything is going along smoothly. I send you a schedule of the races on the 5th. Prizes amount to about $600.

PHILO.

The L. A. W. in "Rhody."

AT the annual meeting of the Rhode Island Division, L. A. W., at the Narragansett Hotel, 26 June, Chief Consul Chase presiding, the reports of the chief consul and secretary and treasurer were read and received.

Mr. H. L. Perkins, of Providence, was re-elected secretary and treasurer.

It was decided to hold a clambake in July, and Messrs. Davoll, Warren, and Spenser were appointed a committee to arrange the details.

The details of the proposed run at Newport in August were left to the executive committee.

The division, having over one hundred members, is, therefore, entitled to two representatives in the L. A. W., instead of one; it was voted to request President Beckwith to appoint the Rev. S. H. Day, of East Greenwich, the second representative.

The Touring Board have in view a road map of the State, which will probably be issued soon.

Adjourned to the call of the president.

Look!! THE WORLD, for one year, and a copy of the WHEELMAN'S REFERENCE BOOK, for $1.25.

Old Country Talk.

THE one-mile tricycle and twenty-five-mile bicycle championships of the N. C. U. were run off at Weston-Super-Mare on Whit Monday, in a driving rain, and before a limited company, comparatively speaking. R. I. McCredy, the Irish, crack, who was expected to make something of a fight with the invincible Furnivall, in the three-wheeler event, did not turn up, and in his absence, the Beretta man had only Langley, of the Kildare, to deal with. Letchford who ran a dead heat with Furnivall. in his heat last year, qualified as fastest loser for the final, and with Langley, had a fine view of Furnivall pounding up the straight, an easy winner in 3 m. 5⅘ s.

A LARGE field turned out for the twenty-five miles championship, the favorites for the event being Fenlon of the Gainsborough, C. C., and R. H. English, whose name needs no addendum. English before the race was limping about with a swollen ankle, but did not seem to feel the effects thereof in the actual race. The university crack, Gatehouse, who is a troublesome man to train. was fancied a good deal, but it was evident from the results of various "feelers" taken at intervals by Fenlon and English, that the former had the foot of his opponents, Fenlon, being accustomed to the Crystal Palace track, three laps to the mile, shot out a third of a mile from home, and going a rare bat completely broke up his men, of whom Bernard Ratcliff, the Midlander, came through for second place, and Gatehouse finished third. Time, 1 h. 19 m. 29⅘ s.

The winner rode a "Regent," a machine which is becoming rather popular here. It is fitted with the makers' (Trigwell, Watson & Co.,) ball-bearing head and is the acme of rigidity. Humber & Co. supplied the winning machine in the tricycle championship.

I NOTICE that the *World* stands boldly out against the continuance of processions at Meets of wheelmen and am glad to say that public opinion here is rapidly declaring itself in accord with your views. As a matter of fact, the only men who can be induced to ride in processions nowadays, are the youths who bind their ignoble forms with glittering tinsel, and plunge their hands and arms in gigantic gauntlets earning the giggling admiration of the housemaid, and the stern scorn of the errand boy.

METROPOLITAN wheel circles are full of the great game of "Spoof," played by a certain set of wheelmen on the way up from the Western championships. The game was introduced by the celebrated low comedian, Arthur Roberts, and its essential feature is the discovery of a man "soft" enough to do exactly as he is told by the principal: for whom he "marks" in the game. One of the editors of *Wheeling*. it is said, found such a victim in a well-known racing man, and a match was played between the former and Mr. Lambert, of Humber & Co., who was out with you at Springfield. I am told that the "marker" stripped himself to the skin in his anxiety to win the game, and all cycledom here is laughing at the tale.

LATEST advices received from your side, inform us that the L. A. W. has confirmed the action of its Racing Board in suspending your best riders, and rumour is already rife with the report that a rival association to the League will be started. As to that, you will know more than I do, but it is very evident that assisted by the healthier condition of the law of libel as understood in America, your ruling body has been able to burn its boats and fight the makers' amateur to the death, without fear of legislative interference. That, we shall never be able to do, on this side of the Atlantic. The two strongest opponents of makers' amateurism, Messrs. H. H. Griffin and H. E. I. Irons, have resigned from the Union Executive consequent upon that body's decision to do nothing, but it is hard to see what it could do.

TRICYCLING for ladies makes little progress in the metropolitan area, although in many parts of the provinces a lady who does not tricycle is looked upon as a *rara* even if *pulchra avis*. The London Tricycling Club women as a rule are a one-horse lot, middle-aged, with complexions unsuitable for riding or for undergoing any particular exertion gracefully, with towzled hair and loud voices. They are a nuisance to the younger men at club runs, and no ornament to the road, where some of them think it good form to "scorch" past men whose natural chivalry even towards old women, prevents them from retaliating. There are of course exceptions, notably the famous Mrs. I S. Smith, of racing repute, who is never anything but graceful and charming in the extreme.

JAMES LENNOX, of Dumfries, has just established another record from Land's End to John o'Groat's, and as usual with record breakers over this famous course has been opposed by every possible contrivance of the storm fiend. Perpetual rain, thunder and lightning, hurricanes of wind, and everything that was infernal dashed in the teeth of the staunch-hearted Scot who wheeled on day after day, and finally landed into John o'Groat's eight hundred and eighty-five miles from the start in six days, eight and a half hours, beating all previous record by seven hours. Lennox rode a Humber bicycle, and is quite clear from the slightest suspicion of makers' amateurism.

THE Society of Cyclists, a body composed chiefly of elderly scientific and professional men who ride tricycles, recently held what they called a congress at Colchester. Very exaggerated reports of the society's doings appeared in the daily papers, but only the obscurer wheeling journals devoted much space to the subject. THE BARD.

On the Rampage.

THE annual meeting of the Connecticut Division of the L. A. W. was held at Hartford 29 June. At the officers' meeting there was present C. G. Huntington, chief consul; C. A. Kellogg, secretary-treasurer, and Representatives Upson, Frisbie, Rust, Ward, Williams and Ayres. The action of the Racing Board was discussed, and it was voted to formally demand from Secretary Aaron the sum due the division. At the

GENERAL MEETING

some 100 members were present, and a good deal that was spicy took place. Chief Consul Huntington presented a strong report. The Connecticut Division now has 500 members, and will have some $320 when paid balance due from the parent body. The report dwelt at length on the amateur question, and the following is taken from same: — "I beg to here state that I consider the course now being taken by the National Racing Board most unwise and unreasonable. In my judgment want of reason has become a chronic and constitutional malady with this Racing Board. * * * Whatever the League does towards the elimination of the gambling element is commendable, but it goes too far in Rule H. The whole vexing question could be easily and effectually settled by taking every man morally entitled to recognition as an amateur and placing him on the path by time classification strictly according to his ability."

The report closes with a commendation of the rules of the A. C. U., and special mention of the good work of Representatives Williams of Yantic and Consul Smith of Bridgeport.

It was then voted that the chief consul be instructed to make formal complaint to the Executive Committee of the League through the chairman, President Beckwith, of the manner in which Secretary Aaron has treated this division in withholding the money so long overdue. The completion of a road-book was urged, and no doubt that one will be issued. D. J. Post was elected Secretary-Treasurer of the division. On refusal of Mr. Burt to act as local consul, the office was tendered F. H. Crygier. H.

THE antique and horrible parade under the auspices of the Newton and Nonantum clubs, of Newton, 5 July, has been abandoned. The fact that most of the clubs had long "outings" on the list from Saturday to Monday night, made it impossible to get the required number of wheelmen to take hold.

LAKE VILLAGE, N. H., June 14, 1886.

Messrs. STODDARD, LOVERING & CO.,

BOSTON.

Gentlemen,—Some time ago, when I was looking around for a machine, I heard of your American Rudge, and after carefully examining its specifications, thought I would try one. To say that I was pleased does not half express my feelings, for I had no idea it was such a good machine for the money. There are a number of machines in this vicinity for which much higher prices have been paid for the same grade of machines of other makes, and they do not compare with mine for easy running and finish.

I think the Rudge Bearings are the best bearings that are made, and I consider the American Rudge the handsomest and best machine in the town. I thought at first it was going to be like some of the cheaper makes, but I have been agreeably surprised, and would not exchange mine for one of another make costing $15.00 more

Yours very truly,

Arthur E. Read.

No Dealer or Repairer can afford to be without our Catalog,

AS WE MAKE AN EXTENSIVE LINE OF

SUNDRIES,

SUCH AS

TOOLS, LAMPS, BELLS, ETC.

THAT CANNOT BE PURCHASED ELSEWHERE.

Then, too, our Youth's Bicycle,

THE AMERICAN IDEAL,

Has become so thoroughly well recognized as the standard machine of its class, that it is almost impossible to sell an intelligent youth anything else.

The fact that our factories are tested to their utmost capacity,—working overtime at that,—can leave no doubt in the mind that

THE AMERICAN CYCLES ARE THE BEST.

So apply at once for the prettiest Catalog in the trade, to

GORMULLY & JEFFERY,

CHICAGO, ILL.

All Sorts and Clippings.

A GLIMPSE OF CORTIS.—A subscriber, writing from Sydney, sends for a copy of the "*Wheel World*" containing Cortis's "In Memoriam" portrait, and says: "He was a friend of mine, having made his acquaintance soon after his arrival in Sydney. A fortnight before his death he mounted my Rudge safety, and spoke very highly of it; in fact, he said it was the best safety he had yet seen."—*Cyclist.*

THIS IS SIMPLY HORRIBLE.—"I was told the other day of a cycler who was very fond of smoking in bed. Well, there's nothing in that, I fancy I hear you say. But there is. He hadn't any matches, so he thought he would light his pipe by the aid of a kerosene lamp, and I'm sorry to say nothing has benzine of him since."—*Cycling Times.*

W. M. ALLEN, of New York, writes us: "I ride a Rudge Light Roadster, and am proud of the machine. There is not another make of machine in the market that I would exchange for it."

"AH," said Jehokus, taking his friend's baby, "he has got his mother's eyes—and my hair," he added, as the youthful prodigy grabbed him by the foretop.—*Tid Bits.*

To the Victor belong the spoils, that is what they say down Hartford way.

A ROBBER met a coal dealer on a lonely road and stopped him. "Your money or your life," said the robber. "Who are you?" asked the coal dealer. "I'm a highwayman," replied the man. "Good enough," continued the coal dealer; "I'm a low-weigh-man. Shake. We should be friends." And they were.—*Fort Plain Free Press.*

ON 2 June, P. C. Darrow, of this city, started on a trip from Boston to Indianapolis on an Expert Columbia bicycle. He reached home yesterday afternoon, after a tour of eighteen days. The route taken lay through Connecticut, along the Hudson river, across New York State, along the lakes, and reaching home by way of Fort Wayne and Peru.

THE *Cyclist* reports that R. Howell will endeavor to ride twenty miles in an hour on a Rudge Crescent tricycle, and states that he feels certain he can do it.

THERE are more of the American cycles in actual use in the South than those of all other makes combined. Several of the largest clubs ride these wheels exclusively, and take their club name from them. Gormully & Jeffery are the youngest in point of age of all the American manufacturers; but they know how to make bicycles and sell them.

THE cyclist who leaves town and don't secure a camera and fixings, misses half the joy of his vacation. We especially commend the Blair Camera Company and C. H. Codman to the notice of cycling photographers. Send to them for circulars.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A Plea for Professionals.

Editor Bicycling World:—Having made arrangements with the bicycle and tricycle champions John S. Prince, and T. W. Eck to arrange contests between themselves and trotting horses in different parts of the country. I beg leave to make a few statements regarding the probable good results to cycling which must surely follow in the wake of a trip of the kind

This is not our first experience in the horse *v.* bicycle competitions, and we know exactly how to cope with the fast trotter, and how to arrange distances beneficially to the cyclists. The distance chosen is generally one quarter and one half miles, and anything from five miles and upwards, the father you can get a man to drive his horse the nearer is your chance of victory. Prince always relies on an extra burst of speed at the finish to win his race, so if the horse trots five miles, and goes off at a three minutes' gait the champion generally follows him closely, and a 2.30 clip on the home stretch generally settles the contest in the cyclist's favor. Eck will go one-quarter and one half miles against horses. Such contests always command extensive notices from the press, and our Southern and Californian trip was productive of much good to cycling. The cry of "hippodrome" is as meaningless as the much-abused word itself, by people who seem imbued with the idea that everything pertaining to a trip of this kind must uecessarily be "fixed," and are not genuine contests. I take this opportunity of assuring all such skeptics and "doubting Thomases" that all races between the cyclists and horses will be on the square, and a standing challenge of $250 will be offered to any man or horse that can defeat Prince in a contest; we of course reserve the right to name distance. Professional cyclers are undoubtedly great promoters of cycling interests, and in my opinion the manufacturers and agents have not done all they should for them. The newspapers have always used us kindly, and on behalf of my brother pros. I thank them heartily, and assure them their kindness is appreciated.

Respectfully,
W. J. MORGAN.
Representing the Champions.

The Connecticut Club and the L. A. W.

Editor Bicycling World: In reply to your note of inquiry of yesterday, I would say, that I am informed by the Secretary of the Connecticut Bicycle Club. that at a special meeting held the 23d inst., the Club voted to amend its by-laws by striking out the section requiring its members to be members of the L. A. W.; but before this change can be effectual, said vote must be ratified at a subsequent meeting. There was nothing in the call for the meeting about joining the A. C. U., but I am informed that the Club voted to have the Secretary make application for club membership, and pay therefor out of his own pocket, and that they would make it good to him at the next regular meeting.

I state the above as matter of information only, as it all took place without my knowledge, during my absence of one week from the city.

I have no authentic information concerning the action of the Hartford Wheel Club, but have seen it stated in one of our daily papers that said club had voted not to withdraw from the L. A. W. If this be true, I honor them for it.

Respectfully yours,
S. TERRY.

P. S. The next regular meeting of the Connecticut Bicycle Club will be 14 July.

The Difference.

Editor Bicycling World: Amateurs and professionals, as now defined by the chairman of the L. A. W. Racing Board, as understood by me is as follows:—

PURE AMATEURS.

Abbot Bassett receives his expenses to attend the Buffalo meeting.

N. M. Beckwith, expenses paid to attend committee meetings and for officiating at race meetings.

Stephen Terry, ditto.

F. W. Weston, expenses paid as official at race meetings.

Fred Jenkins, expenses as referee at race meeting.

T. J. Kirkpatrick, expenses to attend committee meetings.

Henry E. Ducker, expenses to Cleveland as referee at race meeting.

SOLID PROFESSIONALS.

L. A. Miller, for racing at a race meeting on a machine of his choice, EXPELLED.

C. E. Kluge loves the Star, rides and pays his own expenses.

A. B. Rich rides a *Columbia*. Racing Board says he's paid to ride by *the Overman Wheel Company!* This *must* be true and he ought to be expelled.

F. W. Brown set pace for an amateur; borrowed a wheel to ride; is expelled for receiving assistance.

A. O. McGarrett sets pace for an amateur and is rewarded by the present of a ring.

J. Illston rides at a meeting held under A. C. U. rules; is only expelled from the L. A. W., whereas he should be banished to Siberia.

"Facts are stranger than fiction," but the ways of the chairman of the Racing Board excel both. Just where the difference comes in is shown at a glance.

The one, according to his knowledge of legislative matters pertaining to the government of the L. A. W., is allowed his expenses. While the racing man, who is under a continual expense, and then pays an entrance fee to race to please the dear public, is expelled for a trivial offence. One because he rides the wheel he admires; another for borrowing a wheel, etc., etc. We might go on and enumerate a large number of cases of pure amateurism, but the above samples will suffice for the present.

HENRY E. DUCKER.

RACING MEMS.

Michigan Div L. A. W. Meet and Race.

THE fourth annual State meet and races of the Michigan division L. A. W. was held at Detroit, Thursday, 24 June, and was in every respect the most successful ever held in the State. The annual business meeting was held at the League headquarters, the Brunswick Hotel, at 10 A.M., with Chief Consul J. H. Johnson in the chair. Secretary-Treasurer Beal reported that the membership had increased during the year, from forty to over two hundred, and that the division instead of being $40 in debt, had $195.80 cold cash in the treasury. The increase in League membership entitled us to another representative, the chief consul read a telegram from President Beckwith, appointing F. A. Verner, of Kalamazoo, making the third representative. The membership now entitles us to the fourth representative.

The transportation committee reported all railroads, except the Detroit, Hillsdale and Southwestern would carry bicycles free, that road will be looked after, and if possible, brought to time.

A new constitution and by-laws were adopted and ordered printed, with a list of consuls and hotels.

J. E. Beal was reëlected secretary-treasurer for the ensuing year. The business meeting then adjourned.

The bicyclers present were then photographed on the High school steps. After the dinner the parade was formed with two hundred wheels in line, and proceeded to Bicycle Park for the races.

"Bicycle Park" contains the new one quarter mile race track just completed by the Detroit Bicycle Club, and for a track only completed in time for the meet, the time made was good.

Van Sicklen in practice made a mile in 3 3-4, and Boggis a quarter in 40 1-5. They were much pleased with the track as were the other riders, and freely congratulated the Detroit boys on their success.

Munger arrived home the day before; he was indisposed, his physician positively refusing to let him race. This was a sad disappointment, as we expected him to keep some of the medals at home.

Races called on time, the first race was the one-mile novice. P. E. Park, of Detroit, winning in 3.20 1-2; G. E. Lane, of Detroit, second, in 3.28 4-5; L. Davis, of Cleveland, had a clear lead, and would have won but took a header.

Second race, two-mile amateur open, three starters. Taylor Boggis, and Geo. T. Snyder, of Cleveland, and N. H. Van Sicklen, a procession for seven laps, Van making the pace on the last lap. Boggis forged ahead, finishing in 7.12, with Van Sicklen second, in 7.12 2-5.

Third race was for the one half mile, Michigan division championship. Three starters. M. D. Hubbard, of St. Johns; Geo. F. Keck, Ann Arbor, and F. X. Spranger, of Detroit. Keck took the lead, and finished the first quarter in fifty seconds. On the last lap Hubbard made a great spurt, and finished first in 1.34, with Keck second, in 1.37.

Fourth race for boys under sixteen, two starters, V. S. Ives, of Detroit, and M. A. Biglow, of Birmingham. Bigelow winning in 1.47 1-4.

Fifth race, for the mile division championship, Chas. J. Keyes, of Farmington, had a walkover, making the mile in 3.11.

Sixth race, one half mile amateur open. Karl A. Pardee, of Akron, Ohio; Taylor Boggis and L. Davis of Cleveland, were the starters. Boggis taking the lead, and finishing first, in 1.29 1-2, closely followed by Davis, in 1.29 3-4.

Seventh. One hundred yards slow race won by Mr. Terry, of Battle Creek, in 3.42.

Eighth race. Five mile division championship. Two starters. Chas. J. Keyes, of Farmington, and A. F. Peck, of Detroit. They alternated in making the pace. Keyes finishing first, in 18.34 1-2, and Peck in 18.45.

Ninth race. Three mile club championship, F. X. Spranger won in 11.12.

The ten-mile L. A. W. championship was the next, with Van Sicklen, Pardee, Keyes and Snyder as starters. Van Sicklen made the pace for the first mile, in 3.23 1-4, Snyder lead the second in 7.07 1-2. Van led the third, finishing in 10.23 4-5. On the last quarter of the fourth, Keyes, Michigan's representative, made a spurt, and amid great cheers, passed them all, finishing the fourth mile in 14.15. Pardee dropped out in the fifth mile, Keyes first, in the fifth mile, in 17.40 1-2. At the beginning of the sixth mile the rain commenced to fall in torrents; the men were going like clockwork, all in a bunch, and it was any man's race. The men then alternated, until the ninth mile, when Keyes made the pace for the laps, when the bell was rung for the last lap. Van Sicklen slowly closed up on Keyes and finished in 36.21 1-2.

Keyes was badly handicapped, as he had no racer, he rode a forty-two pound road machine, closely built, the mud making it difficult for him, the rain falling in torrents during last four miles.

The Providence Road Race.

THE twenty-five mile road race under the auspices of the L. A. W. division of Rhode Island was successfully carried out over a route down the Warren road. At three o'clock the following men got ready and were started at intervals of three minutes apart: A. B. Mann, Pawtucket Bicycle Club, Pawtucket; R. A. Wilbur, do.; Jas. Dawson, do.; George R. McAuslan, Providence Bicycle Club; M. W. Turner, Bristol County Wheelmen, and A. N. Perry, Warren.

The Warren men seemed to have a slight call in the betting, but Pawtucket sailed to the front on a Star, will James Dawson driving it. Time 1.43.26. This cannot go on record, as there are grave doubts as to the course being over twenty-three miles. The officers were: Referee, Dr. J. A. Chase, Chief Consul; judges, H. L. Perkins, Providence; C. S. Davol, Warren; E. C. Danforth, Providence; timer and scorer, H. L. Spencer, Pawtucket. A great many prominent citizens showed their interest by being present at the start and finish.

IT was a breezy day at Lynn, last Saturday, and no mistake. Prince and Neilson were to have run the second of the series of races, last Saturday afternoon, but the crowd did not seem to catch on, and were very conspicuous by their absence. At 4.30 there were about one hundred spectators, and two very long-faced pros. Finally, Prince suggested a game of cricket, and said he was not going to race. Then came the row; the management and the champions had it hot and heavy. The former swore that this was the last in the way of pro. racing that the Lynn Association would have any thing to do with, and the champions hit him back. However, there was no race, and Prince, "Woody," and Neilson had their little game of cricket.

THE ten mile match between R. Howell and G. Wood was run at the Aylestone Road Grounds, 14 June, but all for naught. Howell won in the slow time of 34.37 4-5. The wind blowing a gale. In turning into the straight on the last lap Howell rode very wide, but five or six yards to the good. Nevertheless Wood claimed foul riding, and it was allowed. It is probable the men will try it over again at the same place, 5 July.

DUNCAN DE CIVRY and Dubois are said to be making havoc among the records.

WE are sorry to record that Mr. Sturmey lately broke his collar bone. A loose tire on his tricycle caused the machine to turn a complete somersault, throwing Mr. Sturmey heavily on his right shoulder.

THE N. C. U. one mile tricycle and twenty-five mile bicycle championships were decided at Weston-Super-Mare, England, 14 June. P. J. Furnivall won the race in 3.5 2-5. The twenty-five mile championship was captured by J. E. Fenlon in 1.19.29 2-5.

W. J. MORGAN takes charge of the Prince-Eck combination during their trip West.

WHERE will you race or see the races on 5 July? A partial list is Lynn, Springfield, Boston Common, Chelsea, Melrose, Salem, Brookline, North Adams, Binghamton, N. Y., Cleveland, East Saginaw, Mich., and Montreal.

"YOUNG PORTER, of Newton, is getting to be quite a boy on a bicycle. If the lad don't go stale before his time, he will be heard from later."

THE third annual bicycle tournament and race meeting of Illinois division L. A. W. will take place at Chettenham Beach, Chicago, 5 July. Prizes aggregating $510 will be awarded.

THE fourth annual tournament and race meet of the Genesee Bicycle Club will be held at the Driving Park, 22 July, the one half mile, L. A. W. State championship race will be run, several crack riders will be on hand and everything seems lovely for a very successful meet.

SEVENTEEN June at the Cambridge University races, P. Furnivall and G. Gatehouse won the tandem tricycle race, in 2.59 4-5, over W. A. Illston and R. H. English.

A THREE mile lap race is one of the possibilities between Knapp and Burnham, in the near future.

HOSMER'S rowing machine is being pushed round the track at Lynn, and shows possibilities of speed quite unexpected.

HAND ball is one of the modes of training indulged in now by racing men now in preparation at Lynn.

BURNHAM thinks Eck's one quarter mile record can be busted, and E. P. thinks he is the man to bust it.

WHEEL CLUB DOINGS

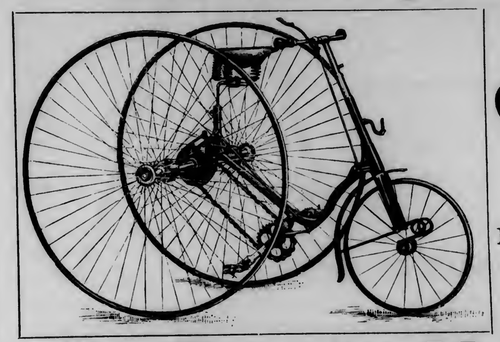
Correspondence, points, and suggestions from the cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

THE Boston Bicycle Club will remove to No. 36 St. James avenue, this week.

THE Buffalo Club is increasing at the rate of fifteen per month, and now numbers one hundred and twenty-five members The club is an old one, having been organized in 1879. Buffalo wheelmen are very anxious to have the New York division L. A. W. hold their next meet in that city, and to that end a committee consisting of C. S. Butler, C. W. Adams, C. F. Hotchkiss, J. R. Williams, and W. S. Bull, has been appointed to issue the invitations, and make all the necessary arrangements.

THE Maryland Club (Baltimore) are going to have a three days' outing, leaving Baltimore *via* train for Harper's Ferry. Thence, *via* wheel to Winchester, Hagerstown, and home.

THE
MARLBORO CLUB
The most Popular Tricycle made.



The New Patent
COIL-SPRING
FORK
Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.
239 COLUMBUS AVENUE - - - - - - - - - BOSTON.

L. A. W. Annual Tour.

OWING to certain difficulties which would have to be encountered in passing through New Jersey, the route of the annual tour has been changed, to read as follows, starting July 5: —

Monday.—Canandaigua, Geneva, Seneca Lake, Watkins Glen.

Tuesday.—Watkins Glen, Elmira.

Wednesday.—Elmira, Waverly, Chemung, Owego.

Thursday.—Arrive Pt. Jervis, via R. R., Hilford, Bushkill, Stroudsburg, Pa.

Friday.—Stroudsburg, Phillipsburg, Lehighton, Mauch Chunk, Pa., Lehigh Valley Railroad, vicinity of Bryn Maur.

Saturday.—Bryn Maur, Lancaster Pike, Fairmount Park, Philadelphia, afternoon train, P. R. R. to Baltimore, embark on Bay Line steamer down Chesapeake Bay.

Sunday.—On Chesapeake Bay, arrive Old Point Comfort.

Monday.—Norfolk and vicinity, leave 3.30 P.M. C. and O. Railroad, via Richmond, Va. to Luray, Va.

Tuesday.—Luray Caverns, for Luray Inn.

Wednesday.—Leave Luray A.M.; arrive Staunton by rail, leave Staunton 10 A.M., Harrisburg, Rawley Springs.

Thursday.—Leave Rawley Springs, New Market, Winchester, Va.

Friday.—Winchester, Charleston, Harper's Ferry, trains for home.

One big point is gained by this change, and that is, we will avoid taking the outside ocean route from New York to Old Point Comfort. Then again, it will give several days among the hills of Pennsylvania that will be appreciated, and will convey the tourists through Philadelphia and Baltimore. It does away with the orange riding district feature, but makes up for it by wheeling down the famous Lancaster Pike and through Philadelphia's best riding.

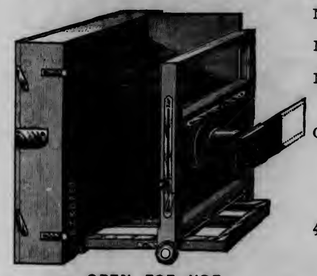
IF YOU BUY, BUY TO RIDE.

ASK
What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK
THE OVERMAN WHEEL COMPANY,
182 COLUMBUS AVENUE,
Boston, Mass.
OR
ASK ANY RIDER OF A VICTOR.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

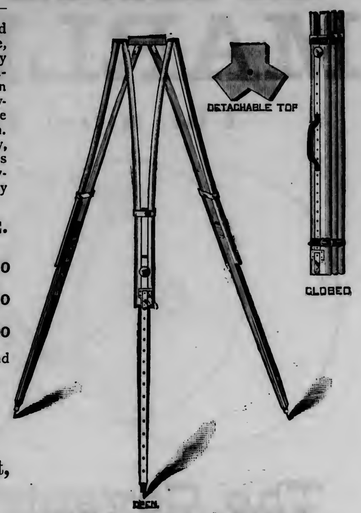
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

The "ROVER" SAFETY.



(PATENTED AND REGISTERED.)

15 EXBURY ROAD, CATFORD HILL, 6th May, 1886.

Sirs, — After giving the "Rover" Safety a thorough trial, extending over several months, I feel bound to testify my entire satisfaction with the machine.

Although geared to 60-inch, I find that it not only equals, but excels every other machine for hill-climbing, while "coasting" is a perfect luxury, unattainable on any other one-track cycle that I know of, and its ample brake power enables one to bring the "Rover" almost to a standstill on the steepest decline without the certainty of a nasty "header," as would be the case on any ordinary bicycle, or on most of the so-called safeties.

Previously to this season I had always pinned my faith to the ordinary bicycle, but my experience of the "Rover" has led me to the conclusion that it is not only the safest, but also the swiftest cycle on the road, and I can safely say that my mounts in future will always be of the "Rover" type.

Yours faithfully,
CHAS. P. SISLEY,
Catford C. C., C. T. C. and N. C. U.

MESSRS. STARLEY & SUTTON.

Proved itself the fastest Cycle in the world.

50 miles on Road in 3 hours, 5 min., 34 sec.
10 miles in 29 min.
30 1-2 miles in 1 hour, 41 min.

STARLEY & SUTTON,

METEOR WORKS,

COVENTRY, ENGLAND.

PRICE LISTS FREE.

THE corner-stone of the new club house of the Philadelphia Bicycle Club, at Twenty-sixth and Perot streets, was laid 24 June. President George E. Bartol deposited the tin box, in which were all of 23 June's Philadelphia daily papers, the names of the officers and members of the club, a notice of the corner-stone laying, a copy of the rules and regulations of the club, together with the rules of the park commissioners governing bicycling in the park and items of interest in reference to the club. The new building will have a frontage of twenty-six feet on Twenty-sixth street, and a depth of eighty feet on Perot street. It will be of stone to the height of the basement, and will have three stories above that, made of black mortar and brick. The basement will be used for storing machines. The first floor will contain a parlor, billiard room and ladies' dressing room; the second floor, a gentleman's dressing apartment, and the third floor a gymnasium, 24½ by 78 feet. The building will cost $18,000. The officers of the club are: President, George E. Bartol; secretary and treasurer, H. A. Blackiston; captain, Ewing L. Miller; lieutenant, E. W. Burt; chairman of building committee, H. R. Lewis; and chairman of house committee, G. N. Osborne. The club was organized 22 May, 1879, and incorporated 19 Dec. 1885. — *Ledger.*

THE Nonantum Club have deserted the L. A. W., reinstated Burnham, Crocker, and Hunety, and gone over in a body to the enemy, the A. C. U.

WOBURN is to have a cycle club soon. Some thirty cyclists recently met and took steps to form a club.

FIXTURES

JULY.

3 SATURDAY. — Suffolk Wheel Club, three days' tour commences, along the North Shore.
World's Pastime Exhibition, Chicago, Ill., opens for 100 days.
Illinois Division meet, Chicago, Ill.
Massachusetts Club, 3 P. M., run.
Lynn races at Lynn, Mass., under A. C. U. rules.

5 MONDAY. — Binghamton Bi. Club, fourth annual meet.
Caledonian Club, Springfield, Mass., race meet, under A. C. U. rules.
New Hampshire Division L. A. W., Portsmouth.
L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.
Boston, city of Boston races on the Common. Special race for m. a. s.
Springfield Bi. Club, 20-mile road race.
Melrose Bi. Club road races.
Cleveland, Ohio, races, under auspices C. Bi. C., races at 10 A. M. and 3 30 P. M.
North Adams, Mass., annual race meet of the North Adams Wheel Club.
Mellville, N. J., annual race meet under auspices of Mellville Bi. Club.
Winona, Minn., annual race meeting of the Winona Bi. Club.
East Saginaw, Mich., tournament and race meeting.

9 FRIDAY. — Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.

10 SATURDAY. — 21-mile road race, open to all. Entries to Indiana Tour No. 3.

11 SUNDAY. — Brockton Bi. Club to Nantasket.

15 THURSDAY. — Indiana Division Race Meet at Indianapolis, Ind.
Inter-State bicycle races, at Youngstown, Ohio.
Inter-State Tournament, Youngstown, Ohio.
Tournament at Columbus, Ga., State championships, three days.

16 FRIDAY. — Elwell's Blue Nose tour, leaves Boston for a twelve days' tour down the St. John River, from Grand Falls to the city of St. John.

25 SUNDAY. — Brockton Bi. Club to Natick.

AUGUST.

3 TUESDAY. — Clerical Wheelmen's tour starts from New York City.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

SEPTEMBER.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

21 TUESDAY. — Bicycle races at Junction City, Kansas, in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Frederick D. Owen, 607 M street, Washington, D. C.; Lyle Hubbard, Collingwood avenue, Toledo, Ohio; Rev. J. H. Sharpe, 4006 Pine street, Philadelphia, Pa.; Edw. J. Fisher, 506 W. 4th street, Williamsport, Pa.; Rev. Wayland Hoyt, 1423 N. Broad street, Philadelphia, Pa.

HAND-BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE WORLD
One Dollar
A YEAR.



RUDGE RACERS. ATTENTION, RACING MEN.

1 53 RUDGE RACER, used twice..... $90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
1 57 " " " 90 00
Saddle on backbone and all latest improvements. Apply early.
STODDARD, LOVERING & CO.,
152 to 158 Congress St. . . . . BOSTON.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

A BICYCLE FREE. — The Vermont Bicycle free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. All like it. 10c. to Jan. '86; in club, 10 for 50c to Jan. '86. 8 large pages. VT. BICYCLE, West Randolph, Vt.

FOR SALE. — One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

FOR SALE. — 1886 Columbia Light Roadster. 53-inch, 46-inch Facile, 42-inch American Safety and 54-inch Expert; all bargains. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. — One 56-inch Expert, condition A No. 1, will be sold *very* cheap. Address M. O. DANIELS, Ruggles, Ohio.

FOR SALE. — One 45-inch new model silent ratchet Star bicycle, new machine. ROBERT PALMER, JR., Noank, Conn.

FOR SALE. — One 59-inch bicycle, first class machine, good as new, ball bearings all around; price $90; cost $125. WM. THOMAS, Gazenovia, N. Y.

FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS. Chicago, Ill., or, WM. C. DANIELS, Napierville, Ill.

FOR SALE. — One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.
W. A. RHODES.
L. D. MUNGER.
E. D. HUNTER.
W. H. HUNTLEY.
F. P. KENDALL.
C. H. POTTER.
C. E. PRATT.
M. V. J. WEBBER.
P. FURNIVALL.
R. CRIPPS.
R. CHAMBERS.
E. F. LANDY.
F. R. COOK.
G. M. HENDEE.
N. H. VANSICKLEN.
W. F. KNAPP.
J. G. HITCHCOCK.
L. B. HAMILTON.
WM. A. ROWE.
L. A. MILLER.
GEO. E. WEBER.
WM. E. CRIST.
H. D. COREY.
N. M. BECKWITH.
A. BASSETT.
J. S. PRINCE.
FRED WOOD.
R. HOWELL.
W. M. WOODSIDE.
R. A. NEILSON.
R. H. ENGLISH.
W. C. MARVIN.
THOS. STEVENS.
B. B. AYERS.
W. W. STALL.
C. A. HAZLETT.
H. J. HIGH.
C. E. KLUGE.
A. B. RICH.
A. H. OVERMAN.
A. A. POPE.
W. S. ATWELL.
A. G. SPALDING.
H. B. SMITH.
H. W. GASKELL.
S. T. CLARK.
W. B. EVERETT.
E. P. BURNHAM.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE.—One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE.—Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

50-IN. AMERICAN RUDGE. Positively goes for highest bid above $74.99, within two weeks from date. *Splendid condition.* Extras included. Particulars on inquiry. Six other wheels for sale. WILLIMANTIC BICYCLE AGENCY, Willimantic, Conn.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. A., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✳ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents. BICYCLING WORLD COMPANY.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO AMERICAN STAR.

PHOTOGRAPHS OF THE 1886 MEET.

600 WHEELMEN.

For Mailing, 18 x 22. $3.00.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and move ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD

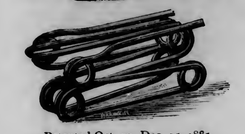
One Dollar

A YEAR.

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7 00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. O. BURLEY, BOSTON, Brighton District, MASS.

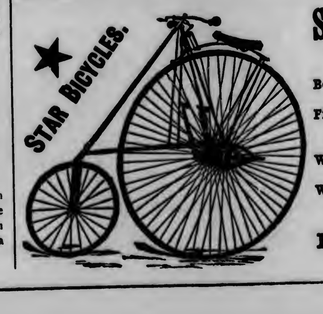
B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very Low Figures.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 Court Square, Boston, Mass., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.



THE Z. & S. STOCKING SUPPORTER.

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. It is made so as to be worn between the stocking and the drawers over the shoulder and down the back, has a sliding buckle which allows for tension, and which can be unfastened by a spring in an instant without inconvenience.

PRICE, PER PAIR, 65 CENTS.

Send stamp for new Illustrated Catalogue, now ready, of our

CYCLING GOODS.

HOWARD A. SMITH & CO., Successors to ZACHARIAS & SMITH,

Oraton Hall, Newark, N. J. Branch Store, Orange, N. J.



The NEW EXCELSIOR CYCLOMETER EXCELSIOR No. 2.

Will be ready July 1st.

It registers 1000 miles. It reads from the saddle. It is accurate. It has interchangeable lamp attachment.

It is the Handsomest and Best Cyclometer in the market.

MANUFACTURED BY

FRED. JENKINS,

21 Park Row (Rooms 65, 66 and 67), New York.

New York Headquarters for the New Rapid and Celebrated Quadrant Tricycles.

Factory and Repair Shop, 291 W. Eleventh St.

All manner of repairs executed promptly, and at moderate rates. Disabled machines called for and delivered, free of charge, in any part of the city below 61st Street. Nickelling and Enamelling a specialty. Orders by mail will receive prompt attention. Out of town repairs should be sent by freight.

ENERGETIC AGENTS WANTED.



PRICE, $8.00.

FOR SALE BY ALL DEALERS.

WRITE FOR TERMS.

TRICYCLES ON INSTALMENTS.

Compressed Tires,

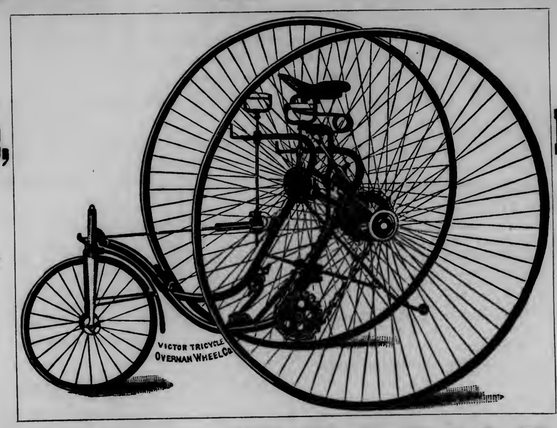
GUARANTEED

TO

STAY IN.

PRICE,

$125.



Ribbon Steering

PERFECTED.

NO BREAKAGE.

PRICE,

$125.

VICTOR TRICYCLES.

THE STRONGEST AND STIFFEST TRICYCLE

ON THE MARKET.

THIS WAS THE FIRST AMERICAN TRICYCLE TO HOLD A WORLD RECORD!

CAN BE BOUGHT on these Terms: $50 Cash, and $75 to be paid $10 per Month.

We will sell only a few on these terms, to reduce Stock. Good references will be required.

ILLUSTRATED CATALOG FREE.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.



American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 1, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . FIRST, W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . FIRST, CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . FIRST, CHAS. E. WHITTEN.
3-MILE LAP RACE . . . . . SECOND, W. F. KNAPP.
5-MILE OPEN RACE . . . . . FIRST, GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . FIRST, CHAS. E. WHITTEN.
3-MILE HANDICAP RACE . . . . . SECOND, E. P. BURNHAM.
5-MILE PROFESSIONAL RACE . . . . JOHN S. PRINCE.
AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . FIRST, W. A. ROWE.
1-MILE OPEN RACE . . . . . THIRD, CHAS. E. WHITTEN.
3-MILE HANDICAP RACE . . . . . SECOND, L. A. MILLER.
3-MILE OPEN RACE . . . . . FIRST, GEO. M. HENDEE.
2-MILE NOVICE RACE . . . . . SECOND, G. B. BUXTON.
2-MILE HANDICAP RACE . . . . . FIRST, W. F. KNAPP.
2-MILE HANDICAP RACE . . . . . SECOND, C. P. ADAMS.
20-MILE COLUMBIA CUP RACE . . . FIRST, A. B. RICH.
20-MILE COLUMBIA CUP RACE . . . SECOND, J. ILLSTON.
1-MILE RACE, 3.05 CLASS . . . . . FIRST, E. A. DEBLOIS.
1-MILE RACE, 3.05 CLASS . . . . . SECOND, E. S. HORTON.
5-MILE LAP RACE . . . . . FIRST, GEO. M. HENDEE.
5-MILE LAP RACE . . . . . THIRD, J. ILLSTON.
¼-MILE BOYS' RACE . . . . . FIRST, F. A. CLARK.
¼-MILE BOYS' RACE . . . . . SECOND, W. F. GRAHAM.
3-MILE OPEN RACE . . . . . FIRST, W. A. ROWE.
3-MILE OPEN RACE . . . . . SECOND, W. F. KNAPP.
3-MILE HANDICAP RACE . . . . . FIRST, E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE . . . . . FIRST, S. L. TRUESDALE.
1-MILE NOVICE RACE . . . . . SECOND, HENRY MCBRIEN.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . FIRST, W. A. ROWE.
2-MILE LAP RACE . . . . . FIRST, GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . FIRST, F. S. HITCHCOCK.
¼-MILE PROFESSIONAL TRICYCLE RACE, T. W. ECK.
WORLD'S RECORD. Time, .42 2-5.

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . FIRST, E. H. VALENTINE.
25-MILE INTER-CLUB ROAD RACE . . . THIRD, H. CALDWELL.

On Columbia Light Roadsters.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY) . . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE.
(ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER.
(ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN,
(ON THE WAY), CORRESPONDENT OF THE HARTFORD *Post*.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 9 JULY, 1886. | Volume XIII. Number 10.

"THE EASIEST-RUNNING BICYCLE."

WE HEAR IT ON ALL SIDES.

We know WHY it runs easily. You will know the FACT if you try it.

SPRINGFIELD 20-MILE ROAD RACE.

FIRST FIVE MEN IN RODE

VICTORS

Mr. ELDRED won the race in ONE HOUR NINETEEN MINUTES AND FIFTY SECONDS, making a World Record for 20 miles on the road.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.

CATALOG FREE.

True tangent spokes, crossing seven times.

Hancock's best black rubber endless moulded round tires.

Every spoke tested to 1,200 pounds tensile strain.

Never had a buckled wheel or broken spoke.

Enamel and nickel finish, — best quality.

Warwick hollow rims, improved section.

Rudge pattern ball bearings; Bown's ball pedals with square rubbers.

All steel and absolutely interchangeable.

Proven to be the best hill climber and fastest coaster.

Inventors' Exhibition, London, awarded it the gold medal.

Detachable, hollow, one-piece, cow-horn handle-bar.

IF YOU WANT "THE BEST WHEEL EVER BUILT" (vide Bicycling News) SEND FOR CATALOG.

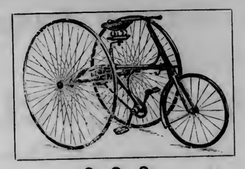
ENERGETIC AGENTS WANTED.

MENTION THIS PAPER.

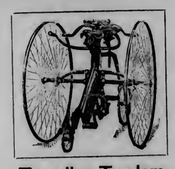
SAM'L T. CLARK & CO.

Baltimore, Md.

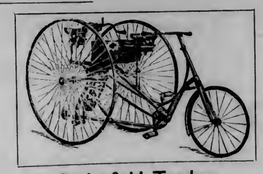
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s. Also winning the Six-days' Race from the Champion SCHOCK, making 1,042 Miles in 72 Hours. These records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE NO. 4263.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE ROVER SAFETY BICYCLE

—— IS ——

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

—— BY ——

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 9 JULY, 1886.

RECORDS must go, so they tell us; and they *are* going.

THE A. C. U. definition of an amateur is an improvement.

RACES in three styles is what they propose to serve up. Amateur, Promateur, and Professional.

WE delayed our paper to get our special reports of races from several places, but we are sorry they did not all get here after all.

As we are kept so much in the dark about League official matters we cannot quite say but it seems a little odd that the New York Division should have to pay for the insertion of a mail vote blank in the *Bulletin*.

Wheeling, commenting on the action of the Racing Board, says: "America is thus left with practically no representative amateur riders, and while we admire the clean sweep which has been made by the *L. A. W.* in its support of the sentiment known as amateurism, we cannot but have our own doubts as to the permanent success of the reformers."

THE Springfield *Union* was a trifle too quick in its report of the compromise between the L. A. W. and the A. C. U. *in re* the racing contest. It appears that Mr. Bassett was wholly unaware that a meeting of the rival principals had taken place as per report of the *Union*, and as to any pledges, he is emphatic that none were given.

To push or not to push: that is the question now agitating the minds of the racing tricyclists. We should say the push-off start by all means, first, because the tremendous strain on the machine would be avoided, and the chances of slipping and breaking the chain greatly reduced. Then again the comparison of the two and three wheeler as racing vehicles will be more fair and satisfactory. Let the push-off start for tricycles be universally adopted, by all means.

A STRONG effort was made at the N. Y. Division Meeting of the L. A. W. last week to do away with the parade in Buffalo next September. The question was finally left for the Buffalo Club to decide.

THE mode of handling the Racing question by the Connecticut and the New York Division is in marked contrast. The Connecticut men got as mad as a bull that sights a red rag while the New Yorkers coquetted with the matter very gingerly.

PRESIDENT BATES, in a very able letter, strikes a blow for the Makers' Amateurs, and for the Legion now proscribed by the L. A. W. Racing Board. He says he wants to see the so-called M. A.'s looked on as amateurs; but if this cannot be, he favors "class racing." By all means read his communication.

MR. BASSETT corroborates the statement that we made in our last that the date of inquiry and reply was the 14 June, and in defence of his position states, "It is not to the point that the official letter of the Board was dated 13 June, for letters of this kind are not always given the date of writing." According to the same article the action of the Board was taken on or after the 16 June, and therefore the document of suspension was dated *back* three days. We seriously question the wisdom of this, and cannot apply any known rule of law or equity that will justify this mode of procedure. For instance, the letter of suspension "warns wheelmen not to compete with these parties," etc.

Here we have an interim of three days, during which time amateurs might have innocently competed with the suspended men and *before the action of the Board had been taken*, thus imperilling their good standing as amateurs.

Instead of dating *back* the death warrant of a man, on the contrary, we think that a certain number of days be allowed after the *public* issuance of such a document would be more in keeping with right and justice as we of the nineteenth century are taught to view it.

If it is just to date back "letters of this kind" three days, the logic is that it is proper to date them back three weeks.

Mr. Bassett's explanation, that on 14 June he had no knowledge of what he writes under date of 13 June, is, of course, final; but as we have no infallible rule whereby we can decide, off-hand, that a letter dated 13th, was written on the 16th, or 17, we, therefore, have no apology to make, as our strictures were made in good faith, believing the letter was *written* on the day it was dated.

THE leading topic now, barring of course the dear old M. A. question, is Ducker's mail vote. Shall the League give up racing is the proposition in terms? Shall the racing interests be in one man's hands or left to some other organization, is the proposition in effect? Mr. Bassett has really had an almost absolute control of this country's racing interests for some time. He has acted, it is true, under general instructions, and with the sanction of the rest of the board, but he planned the methods and has carried out

the details. We believe that the League has undertaken too much. It has not been able yet and is not likely to in the future be capable of doing justice to the various matters committed to its charge. If it should confine its working forces to the purposes of its constitution, and give up racing, the results would be beneficial to all concerned. If it does do so, we agree with Mr. Bassett that it is fair to assume that the A. C. U. will take charge of this branch of cycling. If the A. C. U. is put in a position to control racing matters entirely, clubs will join it and send delegates. The result must be better legislation than we have had hitherto. As matters stand at present, the conflict between the two bodies is detrimental to the interests of cycling and the trade. A change is needed, and Ducker's mail vote affords an exceptional opportunity for the League to relinquish the control of what its constitution is not intended to cover. Therefore, we counsel all good wheelmen to vote for Ducker's proposition, especially as the A. C. U. proposes to now modify its definition of an amateur, as will be seen by referring to another column.

Records Go.

One mile, Geo. M. Hendee, at Springfield, 5 July, 2.34; world's record. One mile, H. A. Speechly, at Crystal Palace, London, 3 July, 2.34⅘; English record. From five to ten miles; Wm. A. Rowe, at Lynn, 5 July, 13.57⅝, 5 miles; 16.47, 6 miles; 19.38, 7 miles; 22.24⅝, 8 miles; 25.18, 9 miles; 28.03⅔, 10 miles. Twenty mile road race record, F. A. Eldred of Springfield, 1 hour 19.50. H. G. Priest, one mile, tricycle, on road straight away, with wind on his back, 2.38. A. H. Fletcher, Liverpool, Eng., 24-hour tricycle record, 251 miles.

English One-Mile Record.

Special Cable to Bicycling World.

Saturday, 3 July, on the Crystal Palace track, H. A. Speechly made the mile in 2.34⅘, breaking the world's amateur record. The best previous record being held by Rowe, 2.35⅝.

An exchange says: "A certain wheelman seems to take particular pleasure in arraying himself in a most immodest suit of black skin tights and standing in a conspicuous position on the corner of Berkeley and Tremont streets. He is a disgrace to all respectable cyclists, and if he does not take the hint and peacefully depart, it is understood that something unpleasant is likely to happen."

We do not know who this is, but we do know that the black skin tights so commonly worn now are indecent, and never look well.

The Bicycle in Afghanistan.

THOMAS STEVENS, the special correspondent of *Outing*, who has been making a tour of the world on a bicycle, and who was checked while penetrating Afghanistan, writes to a personal friend under date of 16 June, from Constantinople: —

"You have heard, perhaps, that whilst I was a prisoner at Herat I wrote Col. Ridgway of the Boundary Commission, asking him, if possible, to assist me through India, and that for answer the Governor of Herat received instructions to escort me back into Persia. I have met English travellers and others since who think Col. Ridgway might have assisted me through that intervening few hundred miles, knowing that I had ridden from San Francisco to get there. Col. Ridgway doubtless knows his reason for ignoring my request, better than anybody else does, and the difficulties of the situation are probably greater than most people imagine. I saw quite enough in Afghanistan to understand why nobody, and particularly no newspaper correspondents are allowed in there at the present time, and could write an article on what I saw, that would, no doubt, create something of a sensation in London; but, of course, I should be sorry to allow anything to escape me that might perhaps tend to aggravate the situation of affairs on the frontier. I cannot help thinking, however, that had it happened to be anybody less favorable to our interests in Afghanistan that had penetrated thus far behind the scenes than myself, it might have been as well to have treated him with a little more courtesey than to have him unceremoniously bounced out of the country. As long as it's me, of course it does not matter; but these thoughts occurred to me the other day in Tiflis, when a Russian officer of sufficient influence and importance to be related to the Empress, approached me, and tried to pump me concerning the roads and the nature of the country down below Herat."

N. H. Div. L. A. W. Meet.

FOR the fourth season the Rockingham Bicycle Club of Portsmouth invited the members of the New Hampshire division to have the annual meet in their city, and for the fourth time good weather was granted them, and every feature of the programme accomplished on time.

The procession was formed at 10.15 o'clock, and after a parade of twenty minutes through the principal streets the wheelmen enjoyed a steamboat ride to the mouth of the Piscataqua River and return. A wheel of three miles brought them to the Wentworth House, where the best dinner ever spread before the New Hampshire Division awaited the seventy wheelmen. A photograph was taken of the bicyclers assembled on a rocky bluff overlooking the river and ocean. At the business meeting Geo. F. Hill of Great Falls was elected secretary-treasurer of the division, and a vote of thanks passed in favor of the Rockingham Bicycle Club and its president, C. A. Hazlett, for making the meet so successful. The chief consul, H. M. Bennett, reported the division to be in excellent working order, a consul in every place having wheelmen, a large number of League hotels appointed a road map in preparation, and guide-boards being distributed. The Rockingham Club had during the past week stencilled a good portion of the sea coast roads, seventy-five stencils and six sign-boards having been placed on the roads run over during the meet. An excellent concert was given by an orchestra of twenty musicians. The procession wheeled to the residence of Hon. Frank Jones in the afternoon, where the wheelmen were refreshed with lemonade and presented by his grandchildren with boutonnières from the conservatory. The bicyclers, including good delegations from the Somerville and Haverhill Clubs that reached the city on Saturday, visited Rye and Hampton beaches on the Fourth, making a run of thirty-six miles, and enjoyed a swim in the surf. H.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

We are Told.

THAT L. B. Hamilton, of Yale, intended to take a hand in the State road race, but a little "experience" with some of the boys changed his mind.

* * *

THAT the racers of the Canadian Wheelmen's Association will be timed by electricity and the *one hundreth* of a second will be the fractions used. (?)

* * *

THAT a Meridan Wheelman, by the name of Foster, was lately run over by a wagon and very seriously hurt.

* * *

THAT "London W." cannot bear to have any one ask him how the celebrated dog case is getting along. Try it and see.

* * *

THAT Mr. F. D. Owen, of Washington, D. C., sailed for Europe last Monday. Object, study of art and architecture.

* * *

THAT the Springfield Club have the home trainer fever, and that Capt. McGarrett holds the following club record: One-half, 47½ s.; three-quarters, 20¾; mile, 1.47⅙; five miles, 10.28⅝.

* * *

THAT the papers are still giving the news of Ducker's resignation (?) from the consulship of the L. A. W.

* * *

THAT the Western men feel that the touring division of their section is away ahead of we of the East.

* * *

THAT the feeling *vs.* Secretary Aaron in the West is none of the most friendly.

* * *

THAT Kluge is a prudent young man, and happened to place a good accident policy on himself just before he took his tumble at Lynn.

* * *

THAT the N. C. U., of England, is emulating the example of our own L. A. W., and suspending a few men now and then just to keep in practice.

* * *

THAT the farther West you go the more opposition do you find to Rule H, and the enforcement thereof.

* * *

THAT Elwell, the San Francisco flyer, does his practice spin now "mit his chin tied up." Result of a too close and ardent contest with mamma earth.

* * *

THAT some of the enterprising wheelmen of San Rafael, Cal., build their own bicycles.

* * *

THAT Stall says the man who told us he and his wife intended to try for the tandem record, prevaricated.

* * *

THAT amateur Hunter was in Montreal last week.

* * *

THAT the Lynn tournament dates have been fixed for 23, 24, and 25 September.

* * *

By the *Globe*, that it costs the Pope Manufacturing Company $1,000 a month to keep its team of A. C. U. amateurs.

* * *

THAT Massachusetts wants to know why it is not given the number of representatives it is entitled to.

* * *

THAT although the Hartford Wheel Club will not join the A. C. U., it will try and have the racing rules modified.

* * *

THAT the Colorado Wheel Club wants to meet the St. Louisians in a fifty-mile road race.

* * *

THAT there is a great deal of money in Boston which says Hendee cannot concede two hundred yards to Rowe in a mile.

THAT the general feeling is, that twenty-four hour records should be made over a course longer than eighteen miles.

* * *

THAT W. S. Doane is hunting for Charley Howard, because the latter said only duffers competed in the Boston Common races.

* * *

THAT a newly-formed club in Woburn, Mass., has had the bad taste to adopt black jersey suits for its uniform.

* * *

THAT these Jersey skin-tight suits must go, and should be boycotted.

* * *

THAT "Brown of Springfield" got himself disliked by his fellow club-members by the way he acted 5 July.

* * *

THAT the "frog-eating Frenchmen" are making things bicycular, boom in "La belle France."

* * *

THAT the tandem is the scorching machine *par excellence.*

* * *

THAT Cincinnati dudes, a-wheel, carry collapsing walking sticks for use to drive the girls away.

* * *

THAT modest Western men call it the "vertebral column" of the cycle. *Backbone* is "too awfully, too," you know.

* * *

THAT racing on the highway is getting to be an intolerable nuisance in England.

* * *

THAT J. H. Sturmey is rapidly recovering from the nasty fall he recently experienced. We are happy to hear it.

* * *

THE Missouri Bicycle Club has two tennis courts. The members' lady friends have the use of these courts.

* * *

THAT the A. C. U. is making a very sensible bid for public confidence in establishing class racing.

* * *

THAT if class racing succeeds, the gordian knot will have been severed, and all will be lovely hereafter.

* * *

LACY HILLIER is desirous of finding the fellow, who forged a letter in his (Hillier's) name, to the effect that road racing is distinctly illegal, etc., and sent to Chief of Police at Hartford.

* * *

THAT they don't know a china dog from a flesh and blood purp down Covington, (Ky.) way.

* * *

THAT the Springfield *Union* spoke too quick on the "declaration of peace" between A. C. U. and L. A. W.

THAT Ducker and Bassett have kissed and made up, and promised that hereafter personalities shall not enter into this controversy.

* * *

Manhattan Meanderings.

THE dog-days are on us. Very much on us *per die.* Now is the time when your best friend informs you that "it's hot, is n't it?" while he tries to brace up a knock-kneed collar, and you sadden and say, "it is I perdie." And the ice-cream and lemonade vendors rake in enough shekels to take them to Europe over the winter, to parade as stockbrokers in the gay capitals of *effete* monarchies. The "Fourth" has come and gone, recalling the bronzed-fingered, blistered and "punky" recollections of years agone, with those of runs to famous villages or fashionable summer resorts. Although the weather, before, on, and after the "Fourth" was of the warmest, a number of tours were planned and carried out, though old Sol's persistent ardent attentions must have robbed many of them of their pleasantest features.

SEVERAL of the Cits took runs from Port Jervis to the Delaware Water Gap, and others went to the Catskills. Nearly every club sent out parties.

THE officers of our State Division met in Parlor A of the Grand Union Hotel, last Tuesday night. Sixteen delegates were present, with George Bidwell in the chair. The delegates seemed to be alive to the needs of the State Divisions, and many ideas were proposed, and if carried out with the same spirit with which they were adopted, we ought to be at the top of the heap before the end of the year. The enthusiasm and ability of the newer men, especially DeGraaf, of New York, and Luscomb and Potter, of Brooklyn. DeGraaf is one of the boys, so to speak, and often cuts off a long-winded and meaningless parliamentary discussion, by the trite presentation of a common-sense view of the case. Luscomb is legal if anything, talks in cold, measured tones, has a touch of cynicism, and has strong, common sense. Potter, who has only been appointed a few days, struck me as being an able man. He has a rather older appearance than any of his confreres, talks attractively and sensibly. Hill, our ex-Chief Consul seemed very anxious to mortgage the floor, and though like the widow in the play, "who never could talk much," he rattled on, presumably at the stenographress at great length. Jones of Binghamton is an impulsive little fellow, who will improve with age.

THE principal business of the meeting was laying out work to be done. The constitution was to be thoroughly revised, a road book was to be published, a committee was appointed to find out the best means of obtaining an improved road

system, and an invite to hold the annual meet at Buffalo on 3 and 4 September, was accepted with thanks. I forgot to mention that W. S. Bull, of Buffalo, — appropriate location for him — was elected Vice-Consul.

OWING to a junketing tour into the country, I missed two events on Saturday. First.Colonel Pope, second, George Day, manager of the Colonel's Hartford ranche, left for Europe on the Allen. A two months' trip abroad for business and pleasure is the object of the journey. I have been told that the Colonel positively departed from these shores, so you need have no fear that he intends to turn up on some western racing track, under a false name, and scoop the pot.

THE event of next Saturday is the Orange Wanderers ten-mile road race, which takes place at Newark on next Saturday. It is open to several Jersey counties, containing some scorchers, and I have no doubt but the race will be very interesting.

AT the Nassau A. C. games, held at Brooklyn on Monday, E. C. Parker finished second in the two-mile handicap. Oh, joy! Oh, rapture! Well, Parker is a good fellow, but he is not a racing man, and having now gotten out of the novices' and duffers' division, he should retire gracefully. TITNAM.

Chicago.

WE are beginning to wake up. The calender for the next thirty days presents a very inviting outlook. To-day (Saturday), begins the Illinois Division Meet at Cheltenham Beach, with the business meeting, at 5 P. M., at the South End pavilion, after which comes a banquet in honor of the visitors and a general evening's jollification at the beach. To-morrow comes a run to Pullman, starting from the Leland at 10.30 A. M., and from present indications a large turnout may be expected. On Monday are the races, a fine lot of entrees have been booked.

---

17 JULY, comes another run under the auspices of the Touring Department, and the Chicago Bicycle Club will hold a race meeting at the hall park, Saturday 31 July. Entries, free to the various events, close 24 July. The events are as follows: One-mile novices, one-mile tricycle, three-mile team, one-mile dash, one-mile boys, one-mile handicap, Chicago Club; one-mile handicap, Owl Club; one-mile 3.30 class, one hundred yards slow, five-mile handicap, and one-mile consolation, so that altogether the month is a good one for cycling contemplation.

BLAKE has been working like a horse over the Meet, and a failure cannot be laid at his door. It is largely due to his influence that the Exposition people have laid so much stress on bicycle racing, and have built what I really believe to be the fastest track in the country. It is constructed on scientific principles, is as smooth as a plate-glass mirror, and with only four laps to the mile must necessarily be very fast. Blake has also impressed upon the minds of the management the importance of giving bicyclers everything they want, and we shall have the run of the beach, and how we can fail to have a good time I cannot see. The principal business before the division is the selection of their organ for the coming year. The field embraces the *Critic* and *Umpire*, the *Pastime*, *Graphic*, Tod Cowles's new paper, and the *Sporting Journal*. It is pretty safe to say that the latter will get it as they stepped into the breach when the *Mirror* went up, and deserve consideration therefor, so the officers of the division will probably favor this choice. As regards the exhibits, almost all the makers and dealers will be well represented, and will have full lines of their wheels on the floor. PHILO.

CURRENTE CALAMO

BRAVO! Hendee, 2.34. One mile.

BRAVO! Speechly, 2.34⅘. One mile.

ENGLAND got the record 3 July.

AMERICA went ⅘ sec. better on 5 July.

WELL done, Eldred! 1.19.50 for twenty miles.

WELL done, H. G. Priest! one mile on the road in 2.38, but the wind was behind you.

BROTHER JOHN and brother Jonathan will be having it hot and heavy on the record racket the rest of the season.

The Cyclist & Athlete etc. etc. makes its exit and makes room for a tastily gotten up weekly called *Recreation;* it is to be an illustrated journal devoted to all branches of outdoor sport. We bid *Recreation* welcome and wish it long life and prosperity.

HERE is good advice, which we clip from the *School Journal*. The cap will fit all who have to lead a sedentary life: "Teachers! Go! go! go somewhere! Don't stay in sight of your schoolroom all your vacation, and worry over the work that may not come. Walk if need be, ride if you can, but go! Bicycle, tricycle, or horseback your way anywhere where there is pure water, milk not pumped from a well and shaken up on railroads and pavements, and good bread and butter. Go and do something that will take out of you your stiff school self, and make you over as good as new. When you greet the fresh, young, brown faces of your pupils in September, your laugh will be as hearty and as happy as theirs, and they will say: "He looks five years younger, doesn't he?" You will commence the year with a leap and a bound that will carry you easily away along into December, when Christmas will help you along another leap, until Decoration Day in the spring. Our hearty good wishes are with you. May you get more oxygen in your blood, more fat and muscle on your bones, more nut-brown color in your cheeks, and more gladness in your laugh and hearts. Don't worry about ideas. This is the sober advice of an old fellow who has been grinding for thirty years at steady work in the schoolroom, without losing a single day, one who would be better off now if he had taken the advice he gives his young friends."

WE welcome Jack Rogers into the ranks of cycling editorship. The *Sporting & Theatrical Journal* is to be congratulated.

THE next monthly tour of the Western Division of the L. A. W. will take place 17 July. Starting from Chicago 3 P. M. via C. M. & St. P. R. R. to Waukesha, from thence to Milwaukee by wheel and then by steamer back to Chicago.

CHICAGO has passed successfully through the throes of a Meet. Three days were devoted to the fun and the Cheltenham Beach track given a good send off.

OUR Western exchanges are full of accounts of tours a-wheel.

DURING the past few weeks we have been pleased to notice quite a number of wheelmen equipped with photographic apparatus.

SINCE the increased popularity of the three-wheeler we have noticed a like proportionate advance of interest in photography by wheelmen.

WHEELMEN to newsdealer,

"Do you keep the BICYCLE WORLD"?

Newsdealer. "Yes sir."

W.— "Anything in this week's paper about Bassett"?

N. D.— "Not a thing sir."

W.— "Or about Ducker or the Amateur question"?

N. D.— "Not a word."

W.— "Then give me a copy."

THE arrest of a cyclist in the streets of Cincinnati by blundering policemen, the explanation made by the mayor of that city at an indignation meeting in consequence, the presence of the Governor of the State of Ohio who had come down on purpose to attend, have been the nine days wonders in Porkopalis. We are pleased to state that all was adjusted to every one's satisfaction, and the Governor and Mayor voted "Bricks."

OUTING will start another enterprising individual to do wonders a-wheel. This time the Arctic Ocean is the objective point, and James Rialton the man selected for the trip. He has constructed a tricycle that can be turned into a bed at night. His route will be through Russia. He will be gone four months, and his expenses will be $200. So it is said.

THE *Springfield Union* stands sturdily by its statement that an understanding has been arrived at between the L. A. W. and A. C. U., as reported by the *Union* of 30 June. In reporting the reply and denial of Mr. Bassett in an interview with the *Globe* the *Union* winds up by saying:

"The only comment necessary on the above is that either Chairman Bassett is grossly misrepresented therein or that the *Union's* article could not have been very carefully read. The *Union* does not have to manufacture its bicycle items out of whole cloth, as every item is carefully verified or given the proper credit."

THE Newton and Nonantum clubs gave up their antique and horrible parade because so few could be found willing to participate. The days for parades have gone by. Another reason may be that the Newton aldermen would not donate the $100 asked for to help defray the expense.

WILL A. ILLSTON made 2.43 on the Aston Lower Grounds Track in a race lately, and considered the time something great. Some one ought to import Willie and take him to Lynn some day to see 2.37 run off. — *The Cycle.*

The writer of the above is a little off; 2.43 on the Aston track is quite equal to 2.37 on the Lynn path.

SOMETHING must be wrong. The *Globe* scarcely mentioned the A. C. U. on Sunday, and the *Herald* did not have a paragraph on Dr. Kendall.

E. M. AARON has resigned as chief consul for Pennsylvania. We wonder why Dr. Beckwith states the facts regarding this case, but does not in that of Mr. Ducker?

WHAT racing needs in this country is handicapping. It is the only way to build up the sport.

IF there are any doubters as to the speed of tandems on the road, let this item sink deep in their minds. In a recent 50-mile road race, Wilson (Faed) and Liles beat the fastest bicycler 13 minutes. Lee and Gatehouse on a tandem, second. Time for winners; 3h. 16m. 58s.

J. S. LANG, G. E. Porter, and F. S. Hitchcock are the latest expulsions. They raced with A. C. U. men at Lynn, on Bunker Hill day. Fred Woodbury, of Beverly, S. L. Truesdale, Henry McBrien, and E. L. Green, of Lynn, are suspended for thirty days from 18 June, for racing under A. C. U. rules, and Ducker's heart is glad.

LONDON Cyclists of the butterfly species are at last happy; they are now permitted to exercise their pipe-stem extremities over the smooth roads and the gentle grades of Richmond Park. The next point of attack these park-riding cyclists have their eye on is that yclept "Victoria."

IT is extremely annoying! We thought we had a patent on newspaper personalities in America but here we find a man writing "*The Octopus*," and calling him an "ignorant and conceited idiot." This lays out our w. c. the *Bulletin*.

MR. JAMES LENNOX'S magnificent record from Lands End to John o'Groat's is already exciting the envy of England's hard riders. Already are sinews being braced and muscles hardened for the high emprise of breaking this record. Would-be record smashers must recollect that this feat was performed in the face of the most diabolical freaks of atmosphere and weather. Thunder, lightning, and adverse winds were Mr. Lennox's almost constant companions.

Wheeling "wants to know" what we have here? Back to the bone shaker era? or was it pure amateurism that enabled Rich to walk off with the one-mile bicycle championship in 3m. 26s.? Well, we don't exactly know, but we imagine it was captured in that fast time because Hendee Rowe, Knapp, Weber and Kluge were not permitted to race.

THE war wages fast and hot between Mr. Wm. Travers and Mr. Bregseg as to who is the champion of Muswell hill. Why do not these gentlemen drop the popular professional mode of riding races on paper and have it out on the hill itself? This seems the most proper course for gentlemen riders.

IN reading the account of Lennox, famous rider from Lands End to John o' Groats, the following and similar expressions crowd the article: — Severe thunderstorm, roads wet and sticky, drenched to the skin, roads very wet and heavy, unfavorable and high wind, the rain fell in torrents. Without doubt this ride of Lennox is the most wonderful ever accomplished. What he would have done if the circumstances had been favorable can only be conjectured, but we think it would have been five or six hours to the better.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and reports of all the prominent wheelmen, etc. Send $1.25 for a copy and subscription to the BICYCLING WORLD for one year.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Am I An Old Fogy?

Editor Bicycling World: — The amateur question is a chestnut — a wormy chestnut, too. It has been written pretty nearly out. Still I should like to be permitted to say my say, which is that the old, time-honored definition of an amateur as a gentleman, and one who does not contend for a wager or a money prize, nor with those who do so, is good enough for me. I can't see wherein our sport is so different from all other sports as to need a different definition of an amateur. Our boat clubs train and expend much money and time preparing themselves for racing. Somebody pays the bills. We have sent amateur boat crews to England, and we all can remember how indignant we were when the English objected to one or two of our crews because some of the oarsmen were accused of working at manual labor for a living, and therefore not being gentlemen in the English sense of the word. But nobody objected to them because their expenses were paid. Our wonderful sprint runner, Meyers, went to England and cut down all the records, coming back loaded with medals and fame. To accomplish this required months, and even several successive years, of training. But nobody ever asked if he paid all the heavy expense of this out of his own pocket. He remained an amateur until he ran for a money stake. Are we proud of him? Well, rather.

I don't race. I ride on my dignity, not on my speed. I would like to trade a mountain of dignity for just a little bit of speed, but can't. But when I go to see races I want to see speed. Especially when I pay for seeing races do I want to see the best speed there is. I would pay a dollar to see Hendee, Rowe, and Weber contend in a record-breaking race sooner than I would pay a dime to see all the duffers between Halifax and the city of Mexico cover their miles in over three minutes. The flying Get There captures my money and my enthusiasm; so he does the money and enthusiasm of the American people. The American people want to see the flyers; they don't care a straw for the duffers. If bicycling wants to captivate the American people, it has got to parade the flyers. If the League wants to spread the glory of the wheel, it has got to beat the British records, and breed the fastest flyers in the world. That is one of the surest ways to make bicycling universally popular.

Well, now, flyers don't grow like weeds. They have to be carefully cultivated from the hardiest stock. Somebody has got to pay for their cultivation. Hendee and Rowe and Weber and the rest can't beat the English unless they spend months of time and hundreds of dollars of expense in training and procuring the best wheels that can be manufactured. Not one in a thousand of the flyers is a rich man. The flying stock is usually derived from the ranks of labor and active business. Unless somebody foots the bills, you don't have flyers. Whether the club, or a manufacturer, or a wealthy promoter of the sport, pays the expenses, makes no difference with the result. It is the trained cracks who draw, — who always will draw, — who do more to promote bicycling as a national sport than any other class. So long as they do not ride for wages, or with betting men, they are amateurs in the old-fashioned sense. Why should they not be? But there are, or may be, amateurs and amateurs. Why not compromise this business, and divide amateurs

into two classes? Class A: Those who pay their own expenses, and fall within the present rule. Class B: Those whose expenses are paid in whole or in part by their clubs, or by promoters of the sport, no matter who, provided that such expenses are paid by men who are themselves gentlemen amateurs, and not gamblers. And disqualify any who ride in a class to which they do not belong. It seems to me that here is the sensible compromise. This would give Class A a fair chance, and their best men would graduate into class B, and so keep this class of renowned flyers full to hold the championship for this country. If the League is to take entire charge of racing, it may also create a third and wholly separate class of distinctively professionals.

I don't believe in forcing the best into the professional class, but in keeping the best as long as possible in the amateur class. I have the natural prejudice of millions against gambling, and against those who contend for bets or money. But Cola Stone was good enough company for me, and so are Hendee, Rowe, Weber, and scores of others of the now proscribed flyers. I don't want the League to lose its control over gentlemen riders merely because they train and win, and make the sport renowned all over the world. I don't want Stevens kicked out because he is trying to ride around the world, and somebody pays his expenses. I want my club, if it has a rider of exceptional excellence, to have the privilege of training and sending him at our expense abroad, if we choose, to capture glory for ourselves. I want the League to promote, and not to obstruct the highest possible development of speed. I am getting old, and I want to live to see the wheel beat the horse for a mile. At the same time, I want to see the untrained riders given a chance to take prizes *in their classes*, and so be encouraged to develop more flyers to enter the trained class. I want to see the sport become as popular as base ball is now, so that every city in the land will have its track, its meets, its great crowds of ladies and gentlemen to witness the trials of speed and endurance, and thus make the wheel *the* popular American institution, and its triumphs the ambition of all our athletic young men. If not, why not? Am I an old fogy?

PRESIDENT BATES.

Mr. Weston corrects Mr. Ducker.

Editor Bicycling World: Let me for once waive my rule and correct a misstatement.

In your last issue (p. 247) Mr. Ducker asserts that I received my expenses as an official at race meetings. It occurs to me:—

First. That it is only on very rare occasions that I have acted in the above capacity.

Second. That most of those occasions have been race meetings which I personally organized during the infancy of cycling in this country. As I did not seek to make money, I cheerfully bore the expenses. For instance, the Framingham race, in 1881, cost me nearly $50. The Institute races, in 1882, cost me over $500, and these and subsequent expenses, be it understood, were borne by me personally, and were not charged to my business. In no race meeting have I ever made money, but I am happy in the knowledge that I helped to start the popular interest in bicycle racing which Mr. Ducker has since then turned to such good account.

Third. I have never received any money or other compensation for acting in any race meeting whatever, nor in any other cycling meeting in this or any other country; neither have any portion of any of the expenses which I incurred on such occasions been borne by any one but myself.

Fourth. Strange to say, I never received an offer of my expenses but on one occasion, and that was when Mr. Ducker organized the Springfield race meeting of 1884. I acted as judge then, and considered it, — as I do now, — an honor to be officially connected with such an excellently organized meeting. But Mr. Ducker's offer to pay my expenses, I, — as he will doubtless now remember, — respectfully reclined.

FRANK W. WESTON.

Wants Larger Wheels.

Editor Bicycling World: — In the Stanley and other shows this year in Great Britain, there was a marked tendency toward larger small wheels for bicycles and especially for tricycles. In this country the makers seem to be awfully afraid of even a 20-inch rear wheel to a bicycle. Anything larger than that would evidently throw them into convulsions. For all-round road work, it seems to me, no bicycle or tricycle wheel, for man or boy, ought to be less than twenty-four inches; and, if a little larger than that, it would roll along more smoothly. Away with the little, pottering, jolting 12, 14, 16, or 18-inch wheels, and let us have something larger and more comfortable.

J. JAQUES.

SALT LAKE CITY, Utah, 17 June, 1886.

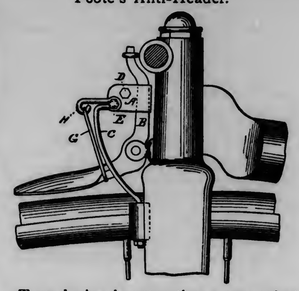
Quarter-Mile Tricycle Record.

Editor Bicycling World: In your last issue you stated that the quarter-mile tricycle record was 42 seconds, made by Hendee, 4 November. Hendee made this record; but, on 6 November, the same day that John Williams made the ten-mile tricycle record, Hendee also made a quarter mile record of 40 seconds. A full account of it was in the Springfield Republican of 7 November.

DOUBTER.

[We have also lately heard from good authority that the record of 42 credited Hendee by the Racing Board is not correct, but that 40 seconds was done by him as above. We are informed that the 40-second record will be allowed Hendee. We don't vouch for this, however. ED.]

Foote's Anti-Header.



THIS device is attracting a great deal of attention. It is one of the last touches necessary to the modern bicycle. As the bit is in the horse's mouth, so this little device will regulate the bicycle. The modern bicycle has one erratic feature; its tendency to loosen up at the front axle joint with the forks, allowing the rider to tip forward, and past the centre of gravity, and so get a header. Foote's invention provides for allowing the wheel perfect liberty to go forward, but immediately on the little wheel attempting to jump up and carry the forks forward faster than the top of the big wheel, the forks will become clamped, so that the rider cannot get past the centre of gravity. This device will prevent all headers, except such as would throw wheel and rider bodily, as if they were cast in one solid jointless piece. Riders do not often take headers in this way. It is claimed that it prevents all danger of the wheel rolling back from under the rider when climbing steep hills. It steadies the running of a bicycle by preventing all kicking up of the little wheel.

It makes stacking and resting the wheel easy.

It can be instantly thrown out of action, if desired, when handling the wheel.

It makes a safety bicycle out of the ordinary crank machine.

It is not claimed that this device will prevent all liability to falls, but it will prevent nine-tenths of the headers, and add proportionately to the rider's sense of safety and comfort in riding. By studying the cut it will be seen that the moment the fork shows any tendency to pass forward, the little roller, which is made of rubber, becomes wedged in, and is only released on the fork resuming its proper position. The Overman Wheel Co. contest this device.

Look!! THE WORLD, for one year, and a copy of THE WHEELMAN'S REFERENCE BOOK, for $1.25. Send in your order.

THE new quarters of the Boston Bicycle Club are, in some respects, ahead of those occupied by this veteran organization heretofore. The house is on the corner of Clarendon and St. James avenue directly opposite Trinity Church and near the Brunswick Hotel. The house is roomy, and in splendid repair, the walls and

STILL THEY COME.

I cannot praise your **AMERICAN RUDGE** enough, for it is certainly the best looking and easiest running bicycle on the market.

OLIVER RICHMOND, South Manchester, Conn.

The 52-inch **AMERICAN RUDGE** ordered of you arrived this morning, and is the admiration of every one that has examined it.

J. H. McCUNE, Braddock, Pa.

The 50-inch **AMERICAN RUDGE** came to hand all O. K., and is a daisy. Every one admires it, and will have no trouble in disposing of it.

H. L. GIBSON, Columbia, S. C.

I received the **AMERICAN RUDGE** Saturday, and am very much pleased with it in every particular. W. B. SAYLOR, Bordentown, N. J.

I am very much pleased with my **AMERICAN RUDGE**, and would highly recommend it to any one desiring a first-class wheel.

L. C. UNDERHILL, Locust Valley, N. Y.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

It costs from $20.00 to $50.00 less than any Safety on the market.

MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES OF ALL OTHER MAKES OF DWARF MACHINES.

Note this disinterested opinion from C. F. Smith, Manager of the Indiana Bicycle Co., who sell all the well-known makes.

"Also, a 46-inch American Safety with balls all over, for the writer's own use. We believe you have by far the BEST DWARF MACHINE on the market. It RUNS EASIER than any Light Roadster I have ever mounted, and shall ride one the balance of the season." C. F. SMITH, *Manager.*

INDIANAPOLIS, May 6, 1886.

THE PRICE OF THIS BICYCLE IS $76.00.

IT IS MANUFACTURED BY

GORMULLY & JEFFERY - CHICAGO.

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.

NEATEST CATALOG IN THE TRADE FREE.

ceiling being fresh with paint and washes. It has a splendid entrance hall, and fine stairway. The first floor will be occupied as sitting-room and parlors, the second floor as billiard and pool rooms, and secretary's office. A splendid large bathroom is on this floor. The space on the third floor will be used as locker rooms, dormitories, etc. Accommodations for wheels will be provided somewhat in the same way as heretofore, by covering in the back yard.

PHOTOGRAPHIC

Photographic Notes.

Potash and Soda Developers.—Before the Society of Amateur Photographers in New York, Mr. H. J. Newton stated that the following formula had yielded him excellent negatives. Each solid ounce contains four hundred and eighty grains:—

No. 1.

Water	32 ozs.
Carbonate of soda (crystals)	3 "
Carbonate of potash	3 "

No. 2.

Water	32 ozs.
Sulphite of soda (crystals)	3 "

One ounce of developer is prepared as follows:—

No. 1	1 drachm.
No. 2	7 drachms.
Dry pyrogallic acid	2½ grains.

In case a dozen 6½ x 8½ plates are to be developed, ten ounces of the developer can be mixed at a time, which will keep good for a day or two. One plate after the other can then be developed with great uniformity in the same solution. If a plate is underexposed, from three to six drachms of No. 1 should be added. More intensity is gained by the addition of pyro. Overexposure is remedied by the use of a very small quantity of No. 1.

Ripley's Soda Developer.—A formula which produces clear, brilliant negatives has recently been devised by Mr. Geo. H. Ripley, of Brooklyn, N. Y., also a member of the N. Y. Amateur Photographer's Society, and is prepared as follows:—

No. 1.

Water (distilled)	20 fl. ozs.
Sulphite of soda (crystals)	5 ozs.

Dissolve, filter, and add slowly enough sulphuric or nitric acid to make solution slightly acid. Test with blue litmus paper.

Pyrogallic acid	1 oz.
Distilled water, to make the whole measure	30 fl. ozs.

No. 2.

Water	20 fl. ozs.
Carbonate of soda (crystals)	2 ozs.
Water, to make the whole measure	30 fl. ozs.

Weights given are based upon four hundred and eighty grains to the ounce.

To develop a normally exposed 5 x 8 plate, take one ounce each of No. 1 and No. 2. The developer has the property of remaining remarkably clear, and may be used repeatedly, if properly stored in a stoppered bottle. The directions concerning the manipulation of the developer for obtaining different effects and counterbalancing errors in exposure, are as follows:—

If the plate is *under-exposed*, or should show too great contrasts, transfer, *without washing*, to another tray containing solution No. 2. When the detail is well started, return the plate to and finish in the mixed developer.

If the plate is found to be over-exposed, add to the mixed developer a few drops of the following solution:—

Water	1 oz.
Bromide of ammonium	50 grs.

To obtain soft effects, the quantity of No. 1 should be reduced. For use upon slower plates, such as are employed in the making of transparancies, a special solution is prepared as follows:—

Sulphite of soda (crystals)	3 ozs.
Citric acid	60 grs.
Bromide of ammonium	30 grs.
Water	28½ ozs.

The developer is formed as follows:—

No. 1	½ oz.
No. 2	½ oz.
Sulphite and citric acid solution	½ oz.

Scientific American.

DR. KENDALL has been wonderfully successful in his instantaneous work. No better enjoyment for the cyclist can be devised.

A MR. ERASTUS B. BARKER has lately completed an arrangement whereby an ordinary plateholder can be utilized to hold sensitized paper in place of the customary glass plate.

THE English papers contain an account of a novelty in the shape of a developing ruby tent, whereby the amateur can carry his dark room with him. The size when closed is 30 x 3 inches, and the weight only two pounds. We should imagine from the cut that it is practicable.

AN "old fogy" writes us a long letter in defence of the old developer, and says that he has "tried all the different combinations of Pyro and other developers, but never found any quite so good, and satisfactory for all-round work." Well, we must say we believe in progress and improvement, but we always had a sneaking regard for the same old developer.

W. W. STALL is turning out to be quite an "amatoor" photographer. He handles the goods of the Blair Camera Company.

C. H. CODMAN has completed a mammoth camera for an amateur. It takes in a plate 24 x 36.

The A. C. U.

AMENDMENTS, NEW RULES, ROAD RACING.

IMPORTANT meetings have been held at the house of President Ducker during the past week, looking toward the amendment of the constitution and rules of the A. C. U., so as to provide for three classes to be known as AMATEUR, PROMATEUR, and PROFESSIONAL. The changes made as below are, of course, subject to approval and adoption in the regular routine way. We give them, and the changes are denoted by the use of italics, beginning with "B" of section 4 of article II., under the head of "Committees":—

(B) It shall be their duty to make inquiry regarding any wheelman wheelman whose amateur *or promateur* status is questioned, and cause one of its members to investigate all protests or charges and report his findings to the board for action. [The words, "of which a majority vote shall be necessary for expulsion" are here stricken out.] A member who may have been suspended or expelled can be reinstated only by a unanimous vote of the board.

Here we find the greatest changes in the following:—

Section 3. *The standard of* membership in this association shall be determined by the following rules:—

(A) An amateur is any person who has never *engaged in, nor assisted in, nor taught any recognized athletic exercise for money, or who has never*, either in public or in private, raced or exhibited his skill for a public or for a private stake, *or other remuneration*, or for a purse, or for gate money, and never backed or allowed himself to be backed either in a public or private race.

(B) *A promateur is one who at any time or in any degree has violated his amateur standing as defined above by receiving expenses or other remuneration for cycle riding or any other recognized athletic exercise.*

(C) A professional wheelman is one who at any time and in any degree has violated his amateur *or promateur* standing as defined above.

Section 4. To prevent any misunderstanding in interpreting the above the Union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur and thereby becomes a *promateur*, by,

(A) *Receiving expenses or other remuneration for riding the cycle, or training or coaching others for cycle racing.*

Section 5. *A wheelman forfeits his right to compete as an amateur or promateur, and thereby becomes a professional, by,*

(A) Riding the cycle or engaging in any athletic exercise for a money prize or for gate money.

With the exception of striking out "B," which is elsewhere covered, and which reads as follows: "Accepting payment for training or coaching others for cycle racing, or any other athletic exercise," the remaining provisions of the article are unchanged, but a new section has been added as follows:—

Section 6. The Union wishes it understood that the above rules apply to road-racing and hill-climbing contests.

THE RACING BOARD AND TRACK RULES of the Association were next taken hold of, and the following arrived at:—

B. The Racing Board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and timekeepers of the meeting, together with a sworn statement from a competent surveyor certifying to the measurement of the track, *and road records must be accompanied by the sworn statement of a competent surveyor, as to distance, or by a certificate that the distance has been measured by three certified cyclometers, the lowest measurement of which has been taken.*

To the section relating to championships these additional ones have been made: Twenty, 50 and 100-mile bicycle, and 20 and 50-mile tricycle on the road.

The first section of the Track Rules has been changed to the following:—

1. Entries or awards in promateur events shall be confined strictly to those persons defined as such by Article IV., Section 3 (B) in the by-laws of this Association.

In the section defining the duties of a referee, after the words, "He shall fine any wheelman, at his discretion, guilty of loafing during a race, a sum not exceeding $10," the following, inclosed in a parenthesis, is inserted: "Which shall revert to the treasury of the A. C. U."

Section 20, instead of "any protest against a competitor respecting his qualifications as an amateur, must be lodged," etc., is made to read: "Any protest against a competitor respecting his *standing* must be lodged," etc.

The following RULES FOR GOVERNING ROAD RACING were drafted, subject to revision or final adoption:—

1. Entries and awards in road events shall be confined strictly to each class as defined in the standard of membership, viz.: Amateurs, promateurs and professionals.

2. The officers of a road race shall be a referee, three judges, four timekeepers, one starter, one scorer, with assistants if necessary, and such umpires as may be necessary.

3. The referee shall have general supervision of the race. He shall give judgment on all protests received by him, shall decide all questions or objections respecting foul riding or any offence which may be called to his attention by an umpire or other officers. He shall disqualify any competitor who may become liable to disqualification.

4. The judges' positions shall be one at the start and two at the finish. Those at the finish shall take the first, second, and third man.

5. The timekeepers' positions shall be two at the start and two at the finish. They shall compare watches at the start and finish with reliable chronometers, and shall note any variance at such times. After making allowance for any variation, the intermediate time of the watches shall be the official time.

6. The starter shall start all competitors at the word "Go!" In case of a false start, the competitors shall be called back and restarted.

7. The scorer shall record the order of the men at the finish, and record the time as given him by the timekeeper.

8. It shall be the duty of an umpire to stand at such parts of the course as by reason of a turn or a diverging road, which might shorten or increase the course, and at such other places as his presence may be needed.

9. All starts shall be from a standstill and all finishes shall be judged by the first part of a machine which touches a tape fastened flat on the ground at the winning post.

10. In a team race the position of each rider must be taken at the finish. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on; and the aggregate scores of the team members shall decide the victory.

RACING NEWS.

LYNN will fall into line and giving a tournament in September. Just think, Springfield, Hartford, Lynn ! What a surfeit of fine racing this suggests?

THE Memphis (Tenn.) Cyclists are not disheartened by their failure in racing ventures. They are pluckily trying to get up a series of races to be run at night by electric light. They made a mistake, however, in trying to build a six-lap track. It is too small.

F. WOOD, of Leicester, England, won the thirty-mile professional race at Wallsend-on-Tyne, England, in 1.43.17 4-5, beating T. Battensby by fifty yards.

THE records committee of the N. C. U. have passed the following claims to path records. Bicycle: Quarter-mile, H. A. Speechly, 38 2-5s., at Crystal Palace, 29 May, 1886; half-mile, W. A. Illston, 1.16 1-5, at Alexandria Palace, 21 May, 1886. Tricycle: Half-mile, P. T. Letchford, 1.26 4-5, at Crystal Palace, 29 May, 1886; three-quarter mile, A. E. Langley, 2.13 1-5, Alexandra Palace, 21 May, 1886; one mile, A. E. Langley, 2.55 1-5, at Alexandra Palace, 21 May, 1886; two miles, E. Kiderlen, 6.15 4-5, at Alexandra Palace, 22 May, 1886. The committee have considered the claim of Mr. H. C. Sharp to the quarter-mile tricycle record, but having regard to the gradient of the Alexandra Palace track, they have decided that this claim be not allowed.

CHELTENHAM BEACH, CHICAGO, 5 JULY.—C. B. Pierce of Chicago won the mile race for novices in 3.01. A. A. Hart of St. Louis won the mile for professionals in 3.06. J. P. Heywood of this city won the two-mile race in 7.26, and A. A. Hart in 6.24 captured the stakes in the 7.15 class, same distance. H. N. Van Sicklen won the State championship for tricycles, one mile in 3.20. Heywood won the one-mile championship in 3.00. W. G. E. Pierce won the medal and the championship at five miles in 17.25.

GLENMERE track, Lynn, had an attendance of over 3,500, last Monday, to see the races, and very good races they proved to be. No loafing allowed, and W. W. Stall gave the boys in the time race, fair warning that a fine would be imposed if they were caught at it, and no prize awarded if a specified time was not made. The scheme worked well, and the contest was good. The great event of the meet was, of course, Rowe's successful attempt to get inside the ten mile record, and as the result shows, he managed to take all the records from five to ten miles.

The first race brought Joseph Beauchamp, Lynn; H. N. Farnham, Lynn; E. A. Packard, Lynn; F. M. Barnett, Lynn; L. G. White, Lynn. It was a pretty race between Farnham and Barnett, the men being well matched, but Farnham proved one second too fast for his opponent.

THE SUMMARY.

One-mile novice race, for those who have never won a prize outside of club competition. First prize, gold medal; second prize, silver medal.

	Name.	Time. M. S.
1.	H. N. Farnum	3 04
2.	F. M. Barnett	3 05

The next was the time limit two mile race, and so Stall put in his little say *in re* loafing. The starters were: W. F. Knapp, Cleveland; George E. Weber, Smithville; E. P. Burnham, Newton. The boys took Stall's hint, and went away at a good bat. It proved a splendid race between Knapp and Weber, but Burnham was clearly outfooted.

THE SUMMARY.

Two-mile amateur race. Time limit, 5.50.

	Name.	Time. M. S.
1.	W. F. Knapp	5 43
2.	George E. Weber	5 45

The third on the list for amateurs who had never gone a mile in better than 3.20. The following started: W. L. Lewis, George E. Porter, F. S. Hitchcock, C. G. Whitney. Lewis and Hitchcock made a good race of it on the homestretch.

THE SUMMARY.

One-mile amateur race, 3.30 class — First prizes, silver tilting water set; second prize, pair of marble vases.

	Name.	Time. M. S.
1.	W. S. Lewis	3 00 4-5
2.	F. S. Hitchcock	3 02 2-5

The next race was for boys under fifteen. The starters were: W. H. Senter, Lynn; M. Porter, Newtonville; and John Williams, Lynn.

THE SUMMARY.

One mile for boys under fifteen years of age.

	Name.	Time. M. S.
1.	W. H. Senter	3.14
2.	M. Porter	3.15 3-5

The three-mile handicap brought out the following. The scratch men did not start, hence, disappointment: F. S. Hitchcock, 450 yards; A. A. McCurdy, Lynn, 350 yards; W. A. Rhodes, 250 yards; S. L. Truesdale, 400 yards; W. H. Senter, 585 yards.

The handicapping seemed to be pretty fair, it certainly brought the men up pretty well together. McCurdy and Rhodes had it on the last lap, with the following results:—

THE SUMMARY.

Three-mile amateur handicap races — First prize, silver tea set; second prize, parlor lamp; third prize, silver cake basket.

	Name.	Time. M. S.
1.	W. A. Rhodes, 250 yards	9.35
2.	A. A. McCurdy, 350 yards	9.35 1-2

Notwithstanding the rumpus *vs.* the pros. and the track association, a professional race, five mile time limit 15.30. The men gave a good exhibition, and result was as follows: Neilson entered a protest *vs.* Woodside for foul riding, but did not get it.

THE SUMMARY.

Five-mile open professional race — First prize, $75; second prize, $50.

		M. S.
1.	W. M. Woodside	15.00 1-5
2.	R. A. Neilson	15.00 4 5

The next event proved a walk over for Rhodes, and was as follows:—

THE SUMMARY.

One-mile amateur race, 2.55 class — First prize, silver watch; second prize, seal ring.

	Name.	Time. M. S.
1.	W. A. Rhodes	2.51 1-5
2.	S. S. Truesdale	2.58 4-5

The final event was *the* event of the day. W. A. Rowe, Lynn's pride, was to try to lower his own record for ten miles on his home track. How well he did it the summary will show. The wind was strong, and it was doubted if he would be successful. It was his intention to break all the records after four miles, and he did it.

	NEW RECORDS. M. S.	OLD RECORDS. M. S.
1st mile	2.44	2.35 2-5
2d mile	5.30	5.21 3-5
3d mile	8.18	8.07 2-5
4th mile	11.05	11.11 4-5
*5th mile	13.57 2-5	14.07 2-5
*6th mile	16 47	16.55 3-3
*7th mile	19.38	19.47 2-5
*8th mile	22.24 2-5	22.41 4-5
*9th mile	23.18	25.41 4-5
*10th mile	28.03 2-5	28.37 4-5

*All world's records.

All the above run under A. C. U. rules.

THE races on Boston Common, 5 July, were well attended, and the so-called track awful.

The first race was a one-mile novice. The starters were F. W. Perry, George Webster, P. J. Berlo, F. W. Kimball, W. W. East, George R. Bates, and John H. Kennedy. Perry held back until the fourth lap, when he went to the front and won in 3.26; East second, 3.30.

A TWO-MILE amateur followed, and it brought these men to the scratch: David Drummond, Cambridge; W. S. Doane, Dorchester; C. W. Ware, Marblehead; F. G. Gibbs, Cambridge. After one false start caused by Ware's falling, they got away. On the fourth lap, Doane tried to ride over a policeman, made a failure of it, fell and broke his nose. Ware took the lead on the sixth lap, and won handily in 6.55.

THE tricycle race brought out J. T. Williams, H. G. Crocker, F. W. Perry, and T. J. Flynn. Crocker took first in 3.55; Williams second, 3.57.

A TWO-MILE lap race was the fourth event, and the starters were John A. Kennedy, P. J. Berlo, B. Thayer, C. W. Ware, and F. W. Perry. Perry got over the line twice in succession first. Ware then took the lead and would not let any one pass him again. Perry took second. Ware's time 6.55.

THE last was a three-mile amateur affair. The starters were F. G. Gibbs, Cambridge; P. J. Berlo, South Boston; H. G. Crocker, Newton; C. W. Ware, Marblehead; W. W. East, Boston. After the first lap Crocker walked right away from Ware, who was the only man who could hold him at all, and finished in 10.20; Ware, 10.40.

THE twenty-mile road race, under the auspices of the Springfield Bicycle Club, was a splendid success. At 6.01, last Monday, the word "go" was given to C. P. Adams, Charles Hubbard, and F. R. Swan, and two minutes later F. A. Eldred and H. B. Wadsworth were started. The course lay straight away ten miles from North End bridge, West Springfield, to Suffield, and return to starting point. In 1.19.50, Eldred crossed the finishing line as fresh as a daisy. This gives F. A. Eldred the 20 mile road record by a handsome margin. C. P. Adams also got inside the previous record, finishing in 1.25.17.

CLEVELAND, 5 July, at the Athletic Park. Small attendance, but races and track good.

One-Mile Novice.— H. J. Herrick, Jr., Cleveland, first; Lucien Davis, Cleveland, second; time, 3.11 1-2.

Half-Mile 1.30 class.— V. C. Place, Greenville, Penn., first; W. D. Banker, Pittsburg, second; time, 1.26.

One Mile Handicap.— J. T. Huntington, of Cleveland, 5 sec.; V. C. Place, of Greenville, Penn., scratch; second; time, 2.59.

One-Mile Tandem.— G. Collister and C. Howland, first; Fred Palmer and W. L. Martin, second; time, 3.00.

Quarter-Mile, 50 class.— Lucius Davis, of Cleveland, first; H. Crumley, of Mount Vernon, second; time, 42 1-2.

Two-Mile, 6.30 class.— F. P. Root, of Cleveland, Ohio, first; J. T. Huntington, of Cleveland, second; time, 6.26 1-2.

Five-Mile 17-minute class.— J. T. Huntington, first L. Davis, second; time, 17.15.

One-Mile Tricycle Handicap.— George Collister, scratch, first; G. C. McNeill, Akron, ten seconds, second; time, 3 20 3-5.

Two-Miles L. A. W. Championship.— V. C. Place, Greenville, Penn., first; F. P. Root, Cleveland, second; time, 3.05, 6.15.

Half-Mile Handicap.— H. Crumley, Mount Vernon, six seconds, first; J. T. Huntington, two seconds, second; time, 1.30 1-4.

One-Mile Handicap Race, tandem tricycles.— Fred Palmer and W. B. Martin, C. bi. club, 15 seconds, first; George Collister, C. bi. club, and Clarence Howland, Akron, O., scratch, second; time, 3.36 1-2.

One-Mile three-minute class.— J. T. Huntington first, V. C. Place, second, W. D. Banker, Pittsburg, third; time, 2.56 1-4.

Referee, F. T. Sholes.

AT Wilkesbarre, Penn., Prince *vs.* pacer "Miss Brady," five miles. Won by Prince in 16.17. T. W. Eck *vs.* pacer "Harrisburg," resulted in an accident, we are sorry to say, to Mr. Eck, who was thrown and we are told, broke his arm.

NOTWITHSTANDING the scorching weather, Binghampton, N. Y., held a very successful meet, 5 July. The first event was a two-mile dash, won by A. B. Rich, of Brooklyn, in 5.56 1-2; H. S. Kavanaugh, Cohoes, second, 5.57.

Next came the one-mile novice, and was taken by C. D. Kies, in 3.04 1-2; L. Davis, second, 3.05 1-2.

The one-mile State championship was taken by J. R. Rheubottom, in 3.05 3-4. H. C. Hersey, second, 3.06.

The boys' half-mile came next. Fred Bump took it in 1.43.

One-mile club handicap, W. A. Platt, W. H. Stone had eleven seconds start, and C. E. Titchener started from scratch. Platt finished first, but Titchener did the fastest mile of the meet in 2.55.

The three-mile handicap put A. B. Rich on scratch, H. S. Kavanaugh, seventy-five yards, and P. J. Duckelow, ninety-five yards. Rich could not overcome the handicap of Kavanaugh, who won the race in 9.54.

Two men, C. J. Connelly and W. H. Stone started in the ride and run race. Stone got there first in 444 1-2.

The three-mile 9.45 class resulted in C. E. Titchener finishing first, in 9.32 3-4; H. C. Hersey, second, 9.33.

P. J. Connell took the one-mile consolation, in 3.10.

The one-mile team race (three men each) was contested by the Binghampton Bicycle Club and the Genessee Bicycle Club. The Binghampton scored fifteen points, and the Genessee, six; time, 2.58.

CHELSEA had its meet on the Square, 5 July, and the result was as follows: The first event was for novices — riders who had never won a prize. The contestants were A. B. Stoddard, A. D. Grover, G. H. Danforth and George F. Field. Time: Stoddard, 3m.; Grover, 3.5. Three prizes.

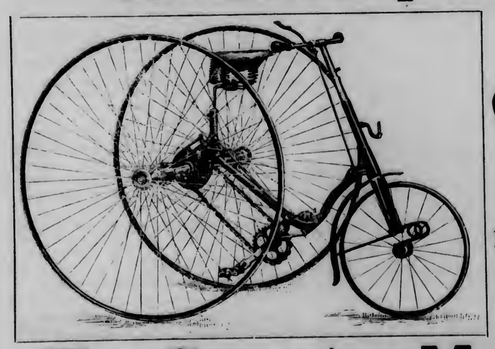
The next meet was for the championship of Chelsea, and L. H. Frost, F. A. Woodman and Stoddard started, and, after a good race, finished in that order. Time: Frost, 3 4 1-2; Woodman second, Danforth third. Three prizes, the first a gold medal.

The next was a ride and run race for three prizes, the starters being Grover, Danforth and Frost, and was finished in that order, except that Frost, who really came in second, was disqualified by errors, and was given third position.

The final event was a lap race, the winner being he who scored the most first positions in the laps. This was run in three heats, B. M. Thayer and Woodman running the first, and the latter easily winning. The second heat was run by Stoddard, Frost and Field, the first winning, and the latter taking second place. This result put Field, Woodman and Stoddard to the final, which was won handsomely by Woodman, Stoddard second; time, 3.8. — *Boston Herald.*

SPRINGFIELD did not have many races on the 5th, but those they had were good. The five mile race was not run, because a man of the name of Brown withdrew, and thus brought down vials of wrath and indignation on his head. The race for high school boys was easily won by young Harradon, in 3.06 3-5. The one-mile handicap was the event, and great was the enthusiasm. "Our" George Hendee was on scratch. Adams at eighty yards, and young Harradon at two hundred and fifty yards. A bad start was made by Adams on the

THE
MARLBORO CLUB
The most Popular Tricycle made.



The New Patent
COIL-SPRING
FORK
Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.
239 COLUMBUS AVENUE - - - - - - - - BOSTON.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5¼ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

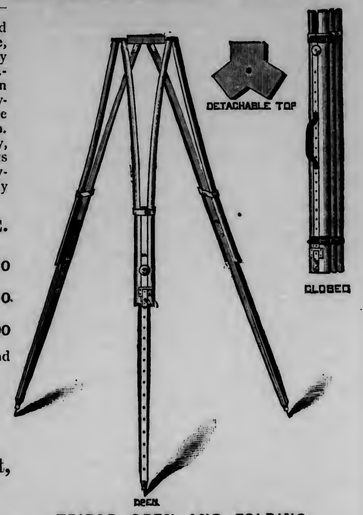
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

The "ROVER" SAFETY.



(PATENTED AND REGISTERED.)

15 EXBURY ROAD, CATFORD HILL, 6th May, 1886.

Sirs,— After giving the "Rover" Safety a thorough trial, extending over several months, I feel bound to testify my entire satisfaction with the machine.

Although geared to 60-inch, I find that it not only equals, but excels every other machine for hill-climbing, while "coasting" is a perfect luxury, unattainable on any other one-track cycle that I know of, and its ample brake power enables one to bring the "Rover" almost to a standstill on the steepest decline without the certainty of a nasty "header," as would be the case on any ordinary bicycle, or on most of the so-called safeties.

Previously to this season I had always pinned my faith to the ordinary bicycle, but my experience of the "Rover" has led me to the conclusion that it is not only the safest, but also the swiftest cycle on the road, and I can safely say that my mounts in future will always be of the "Rover" type.

Yours faithfully,
CHAS. P. SISLEY,
Catford C. C., C. T. C. and N. C. U.

MESSRS. STARLEY & SUTTON.

Proved itself the fastest Cycle in the world.

50 miles on Road in 3 hours, 5 min., 34 sec.
10 miles in 29 min.
30 1-2 miles in 1 hour, 41 min.

STARLEY & SUTTON,

METEOR WORKS,

COVENTRY, ENGLAND.

PRICE LISTS FREE.

second attempt to get away. It was evident that something was being done by the way Herdee was flying along; he was riding in magnificent form. The crowd shouted, and young Harradon was putting in such good licks that Herdee could n't overcome the handicap, but what was better, he overcame the amateur record, and crossed the line in 2.34. Under A. C. U. rules.

NORTH ADAMS gave a successful meet, 5 July, a big crowd gathered to see some very good races, the following is the summary: Novice race, H. Lee, of Pittsfield, in 3.13; three-mile county championship, C. D. Heath, of Lee, 10.15. Half-mile dash, H. C. Getchell, of Cambridge, 1.25; One-mile open, H. L. Burdick, of Albany, 3.03; One-mile boys' race, William Kiernan, of Albany, 3.29; Three-mile open, C. D. Heath, 10.13, Burdick and Getchell taking headers; One-mile tricycle, W. Kiernan; One mile, 3.20 class, C. D. Heath, 3.06; Five-mile lap race, H. L. Burdick winning every lap, 17.10; Five-mile against a horse, won by the horse in 17.37, W. J. Morgan giving out on the last mile. — *Springfield Union.*

H. G. PRIEST in the North Road race did the first mile on his trike in 2.38. This is the fastest ever run, but a strong wind was with him.

"THE fifty miles go on what you please" road races under the auspices of the North Road C. C., took place in the vicinity of London, England, 19 June, and was a great victory for tandems trikes. Tremendously high winds prevented fast time. The machines ridden were, single and tandem trikes, ordinary bicycles, and safeties. C. E. Liles and A. J. Wilson, on a tandem, finished first, in 3 16.58, then came Gatehouse and J. Lee, on a tandem, in 3.23.16. The third man was E. Hale on a Premier Safety, in 3.29.55. Next came O. G. Duncan on an ordinary, in 3.31.22.

H. G. CROCKER won the ten-mile bicycle road race under the auspices of the Nonantum Club of Newton, in 40.46.

A. H. FLETCHER, of Liverpool, 20, 21 June, cut the twenty-four hour record for a tricycle, covering the distance of 251 miles. The best previous was 231 1-2.

THE annual road race for the fifty-mile championship of Scotland, was run 18 June, and captured by J. H. Anderson, in 3.19.30.

THE Chicago Club will hold their usual race meeting-31 July, Saturday.

THE new board track at Cheltenham Beach, is pronounced A1, and some fast time, is expected will be made thereon.

THE first real test of the new class rules of the A. C. U., will be at Hartford, 8 and 9 September; then will come Springfield, 14 to 17 September.

FIXTURES

JULY.

10 SATURDAY. — 21-mile road race, open to all. Entries to Indiana Tour No. 3.

11 SUNDAY. — Brockton Bi. Club to Nantasket.

15 THURSDAY. — Indiana Division Race Meet at Indianapolis, Ind.
Inter-State bicycle races, at Youngstown, Ohio.
Inter-State Tournament. Youngstown, Ohio.
Tournament at Columbus, Ga., State championships, three days.

16 FRIDAY. — Elwell's Blue Nose tour, leaves Boston for a twelve days' tour down the St. John River, from Grand Falls to the city of St. John.

17 SATURDAY. — Ill. L. A. W. Div. tour, Chicago.

25 SUNDAY. — Brockton Bi. Club to Natick.

31 SATURDAY. — Chicago Bi. Club race;

AUGUST.

3 TUESDAY. — Clerical Wheelmen's tour starts from New York City.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

SEPTEMBER.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

14 TUESDAY — Annual Tournament, Springfield Bi. Club, 4 days.

21 TUESDAY. — Bicycle races at Junction City, Kansas, in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY. — Lynn Tournament, 3 days.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.
Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois. — L. W. Conkling, 108 Madison street, Chicago.
Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.
Maryland. — S. T. Clark, 2 Hanover street, Baltimore.
Missouri. — W. M. Brewster, 309 Olive street, St. Louis.
New York. — Dr. A. G. Coleman, Canandaigua.
New Hampshire. — W. V. Gilman, Nashua.
New Jersey. — L. H. Johnson, Orange.
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa. — S. B. Wright, Oskaloosa.
Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: J. I. Chambers, 916 14th street, Washington, D. C.; Rev. Wayland Hoyt, 1423 No. Broad street, Philadelphia, Pa.; Frank F. Williams, 163 Delaware avenue, Buffalo, N. Y.; R. W. Russell, 282 Genessee street, Utica, N. Y.

APPOINTMENTS. — Hotel for Chardon, Ohio, Chardon House; counsel for Mansfield, Ohio, Roy Antibus, Mansfield, Ohio; consul for Toledo, Ohio; J. M. Tryson, Woolson Spice Company, Toledo, Ohio.

HAND-BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4¼ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route." Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

A BICYCLE FREE. — The Vermont Bicycle free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. All like it. 10c. to Jan. '86; in club, 10 for 50c. to Jan. '86. 8 large pages. VT. BICYCLE, West Randolph, Vt.

FOR SALE. — One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

FOR SALE. — One 56-inch Expert, condition A No. 1. will be sold *very* cheap. Address M. O. DANIELS, Ruggles, Ohio.

FOR SALE. — One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

✳ WHEELMEN'S REFERENCE BOOK, ✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.	M. V. J. WEBBER.	W. F. KNAPP.	N. M. BECKWITH.	W. C. MARVIN.	A. H. OVERMAN.
W. A. RHODES.	P. FURNIVALL.	J. G. HITCHCOCK.	A. BASSETT.	THOS. STEVENS.	A. A. POPE.
L. D. MUNGER.	R. CRIPPS.	L. B. HAMILTON.	J. S. PRINCE.	B. B. AYERS.	W. S. ATWELL.
E. D. HUNTER.	R. CHAMBERS.	WM. A. ROWE.	FRED WOOD.	W. W. STALL.	A. G. SPALDING.
W. H. HUNTLEY.	E. F. LANDY.	L. A. MILLER.	R. HOWELL.	C. A. HAZLETT.	H. B. SMITH.
F. P. KENDALL.	F. R. COOK.	GEO. E. WEBER.	W. M. WOODSIDE.	H. J. HIGH.	H. W. GASKELL.
C. H. POTTER.	G. M. HENDEE.	WM. E. CRIST.	R. A. NEILSON.	C. E. KLUGE.	S. T. CLARK.
C. E. PRATT.	N. H. VANSICKLEN.	H. D. COREY.	R. H. ENGLISH.	A. B. RICH.	W. B. EVERETT.

E. P. BURNHAM.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles; $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LYRA ✳ BICYCLICA:

SIXTY POETS ON THE WHEEL.

Enlarged and Improved Edition.

BY J. G. DALTON.

This is not an ephemeral or amateur thing, but a book utterly unique; and no literary cyclist or student should fail to have it, for its lively and lasting interest to good judges of high art in verse.

Fine cloth binding, 160 full pages, in boards, sent post-paid for 75 cents. Flexible, 50 cents. Old edition only 20 cents. BICYCLING WORLD COMPANY.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

PHOTOGRAPHS OF THE 1886 MEET.

600 WHEELMEN.

For Mailing, 18 x 22. $3.00.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

BULL & BOWEN,

COR. MAIN & CHIPPEWA STS.

BUFFALO, N. Y.

MFR'S OF ACCESSORIES.

BICYCLES & TRICYCLES

REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

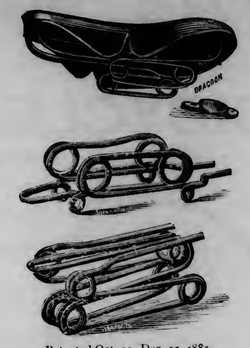
GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD

One Dollar

A YEAR.

THE BEST IN THE WORLD.



Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.

Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. -- IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

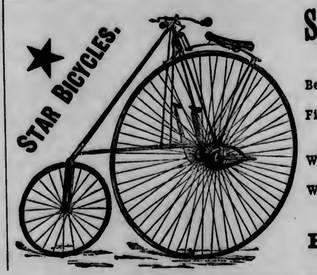
B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ **Address Correspondence to Newark.**

HAVE YOU EVER USED

THE ADHESIVE TIRE TAPE?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply,— Wind it lapping upon itself as shown in the above cut. *It needs* no tying, as it is adhesive. Every wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

Sold by

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH,)

ORATON HALL - - NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.



The NEW EXCELSIOR CYCLOMETER

EXCELSIOR No. 2.

Will be ready July 1st.

It registers 1000 miles. It reads from the saddle. It is accurate. It has interchangeable lamp attachment.

It is the Handsomest and Best Cyclometer in the market.

MANUFACTURED BY

FRED. JENKINS,

21 Park Row (Rooms 65, 66 and 67), New York.

New York Headquarters for the New Rapid and Celebrated Quadrant Tricycles.

Factory and Repair Shop, 291 W. Eleventh St.

All manner of repairs executed promptly, and at moderate rates. Disabled machines called for and delivered, free of charge, in any part of the city below 61st Street. Nickelling and Enamelling a specialty. Orders by mail will receive prompt attention. Out of town repairs should be sent by freight.

ENERGETIC AGENTS WANTED.



PRICE, $8.00.

FOR SALE BY ALL DEALERS.

WRITE FOR TERMS.

For Sale, A Bargain

A BRAND NEW 52 INCH

RAPID BICYCLE.

NEVER RIDDEN.

Owner left for Europe unexpectedly, to stay the summer. No better machine made. Address

RAPID,

BICYCLING WORLD OFFICE,

179 Tremont Street, Boston.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

THE OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE,

Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.



RUDGE RACERS. ATTENTION, RACING MEN.

1 53	RUDGE RACER,	used	twice	$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early.



POCKET DRINKING CUP.

Folds together, and goes in a handsome nickel case, size of watch.

Price, 40 cents each, or 3 for $1.00, post-paid.

The Gregbill Mfg. Co.

Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS on COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¼-MILE (World's Record) 1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition), 2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record) 11.05
5 MILES (World's Record) 13.57 2-5
6 MILES (World's Record) 16.47
7 MILES (World's Record) 19.38
8 MILES (World's Record) 22.24 2-5
9 MILES (World's Record) 25.18
10 MILES (World's Record) 28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . . GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE . . . . . JOHN S. PRINCE.
AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE OPEN RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . W. F. KNAPP.
20-MILE COLUMBIA CUP RACE. . . . . A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . . E. A. DEBLOIS.
5-MILE LAP RACE . . . . . GEO. M. HENDEE.
¼-MILE BOYS' RACE. . . . . F. A. CLARK.
3-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE HANDICAP RACE . . . . . E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE. . . . . S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . . . W. A. ROWE.
2-MILE LAP RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . F. S. HITCHCOCK.
¼-MILE PROFESSIONAL TRICYCLE RACE . . . . T. W. ECK.
WORLD'S RECORD. Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . . . E. H. VALENTINE.
On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.
The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY) . . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*. (ON THE WAY.).

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 16 JULY, 1886. | Volume XIII. Number 11.

"THE EASIEST-RUNNING BICYCLE."

WE HEAR IT ON ALL SIDES.

We know WHY it runs easily. You will know the FACT if you try it.

SPRINGFIELD 20-MILE ROAD RACE.

FIRST FIVE MEN IN RODE

VICTORS

Mr. ELDRED won the race in ONE HOUR NINETEEN MINUTES AND FIFTY SECONDS, making a World Record for 20 miles on the road.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.

CATALOG FREE.

True tangent spokes, crossing seven times.

Hancock's best black rubber endless moulded round tires.

Every spoke tested to 1,200 pounds tensile strain.

Never had a buckled wheel or broken spoke.

Enamel and nickel finish, — best quality.

Warwick hollow rims, improved section.

Rudge pattern ball bearings; Bown's ball pedals with square rubbers.

All steel and absolutely interchangeable.

Proven to be the best hill climber and fastest coaster.

Inventors' Exhibition, London, awarded it the gold medal.

Detachable, hollow, one-piece, cow-horn handle-bar.

IF YOU WANT "THE BEST WHEEL EVER BUILT" (vide Bicycling News) SEND FOR CATALOG.

ENERGETIC AGENTS WANTED.

MENTION THIS PAPER.

SAM'L T. CLARK & CO.

Baltimore, Md.

ADVERTISERS!

LOOK • AT • THIS

Appreciating the fact that the number of second-hand machines is getting to be larger every year, and that men want to get rid of them and advertise the fact, we offer, till further notice, the following rates for advertisements in our For Sale or Exchange Column:

FIVE CENTS A LINE!

FIVE CENTS A LINE!!

Articles of every description, that are for sale or exchange, can be put in this column. For guidance we can state about seven to nine words nonpareil will take a line.

THE FACTS ARE, THAT

This is the cheapest rate ever offered. The advertisements are placed well up near reading matter. You had best give it a trial if you have anything for sale, — your OLD bike, your OLD trike, OR ANY NEW ARTICLE. The WORLD is rolling onward and is bound to go ahead. No better medium can be found for cycle advertising. The money MUST IN ALL CASES accompany the order.

BICYCLING WORLD CO.

179 Tremont St., Boston.

AN EXTRAORDINARY PERFORMANCE!

Mr. H. G. Priest rode a **MILE** on his

"QUADRANT"

Tricycle at Biggleswade, on Saturday, 26 June, in

2 MIN. 38 SEC.

"The wind was strongly in his favor, and the last hundred yards of the course (between the forty-sixth and forty-seventh milestones) somewhat down-hill. The spin was timed by carefully compared stop watches, held by Messrs. C. E. Liles and A. J. Wilson, and Charlie King of Salisbury made the pace on a twenty-eight pound 'Premier' Safety. Among those who were present were Dan Albone, Arthur Pendennis, O. G. Duncan, the Biggleswade postmaster and others."

The Cyclist, 23 *June*, 1886.

"THE MACHINE FOR HILLS. — Mr. H. G. Priest succeeded in beating no less than eleven well-known bicyclists and tricyclists in a hill-climbing contest at Mucklow, near Birmingham, last week. He passed every machine on the hill, except one bicycle ridden by Terry, the Birmingham scratch man, and, although delayed by a wobbling bicyclist, rode what is said to be the stiffest three quarters of a mile in England in the magnificent time of 6m. 45s. His mount was a Quadrant tricycle, and but for the delay, would easily have beaten Terry's time, — 10 secs. less. Mr. Priest is the same rider who covered the complete mile on the road on a 'Quadrant' tricycle in 2m. 38s. recently. Comment is superfluous." — *Bicycling News.*

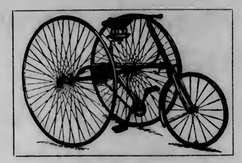
N. B. — The above **ROAD** performance is

17 seconds faster than the present track record.

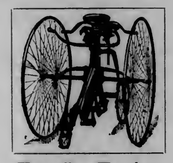
IMPORTER:

J. A. R. UNDERWOOD, Washington Street, Dorchester, BOSTON, MASS.

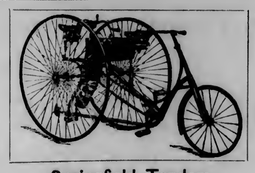
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s.
Also winning the Six-days' Race from the Champion SCHOCK,
making 1,042 Miles in 72 Hours. These
records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN

AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE NO. 4263.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE ROVER SAFETY BICYCLE

— IS —

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

— BY —

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 16 JULY, 1886.

OUR English correspondent gives another batch of records in this week's issue.

THE roads hereabouts are getting very rough with the continual dry weather.

PRESIDENT BECKWITH refuses to talk about the affairs of the secretary's office. Why is there anything to conceal?

OUR English correspondent has felt the cycling pulse of England in regard to the A. C. U., and his views and conclusions will be read with interest.

WE must have Speechley here this fall. Be sure and get him, Mr. Ducker.

WHAT with the Racing Board expelling members right and left, and President Beckwith removing officials, the summer promises to be interesting and warm.

WE arise indignantly, and protest against injustice and slight. Why is it that we have never had our expenses paid for officiating at race meetings?

RECENTLY the tenth annual Liverpool meet was held. The muster at the parade showed a falling off, many of the leading clubs refusing to turn out. It is thought that this will be the last parade in the city of docks.

SECRETARY AARON has settled with the Connecticut division up to 1 April, and is to settle to 1 July by the 20th. — *Herald.*

When the mere payment of officials bills is deemed worthy of comment, something must be out of the way.

SPRINGFIELD air is immense. Pope and Overman, Ducker and Bassett, hobnob amicably under its influence. We wonder if Mr. Aaron will meet us there in the fall?

PRESIDENT BATES always writes well, but he broke the record in his letter on the "chestnut" last week. The "old fogies" are wheeling into line for good sport and fast time.

WHEN the A. C. U. came to control road-racing and record breaking, it captured the Boston Club. Another "old fogy" to the front.

THE air is full of rumors of climaxes that are to be reached in a week or two. No end of men look knowing and talk mysteriously; sifted down, they indicate the recognition of the A. C. U. by the League, and a vacancy in the office of Secretary-editor which is to be filled by Mr. Bassett.

SPEAKING of rumors, we are reminded to tell our readers what is a *fact*. That the WORLD is going right ahead notwithstanding the *Bulletin's* terrific onslaught. But we forgive you Mr. Aaron, you have had much to exasperate you. Why is it that people will pester you so, and insist that you should render prompt accounts, and pay your official bills? They are very inconsiderate, and no wonder you are exceeding cross.

A MEETING of his constituents has been called by Mr. Ducker, the deposed chief consul for Massachusetts. But the meeting is said not to be legal. But suppose there is a quorum present, how then? At all events every member had best attend. Perhaps the new chief consul, Mr. Hayes, will preside. What say you, Mr. Ducker, to this?

"KARL KRON" raises his voice in protest against what he terms repressive legislation in New Jersey, and condemns the "Wanderers" for advocating same. If K. K. refers to the enforced use of bells always, and lights on cycles after sunset, we must put ourselves on record as against Karl, most decidedly. It is a good measure, and the sooner we as cyclists appreciate that fact, the better we shall be prepared to accept it as a universal law all over the United States.

HOLLINGSWORTH'S record may be proved to be correct, and, while we do not wish to detract from a really creditable performance, we do not think it should find a place among the twenty-four hour road records. We should like to see the A. C. U., or the League if it will, take charge of road records, and not accept any unless made on a straight-a-way or out and return course. Racing on a picked course but a few miles in length is not worthy of being called a road race.

THE tone of the English Cycling Press is by no means favorable to the A. C. U. and as a general thing the WORLD is criticised because of its non-committal attitude. Unlike our worthy British contemporaries, we believe in giving new ventures a chance before jumping on them and condemning offhand. "Go slow" is a good motto, and we have always tried to follow it in such cases. In this case, the A. C. U. was bounced on to the cycling world in a great hurry; it was crude, and some things in it did not suit our ideas. We were assured that all objectionable points would be straightened out and everything be made lovely. The promise has been made good as far as they are able, and now the A. C. U. presents to the cycling public a scheme certainly worth trying, *i e*, the division of

racing men into three classes. Just what the N. C. U. will do we cannot now say. They may not yet allow their amateurs to compete with our so-called promateurs. although we believe a large proportion of the English flyers are tainted just as much as the expelled men from the L. A. W. The meeting of Chairman Bassett and President Ducker at Springfield, is not without its significance, and we predict a treaty and satisfactory arrangement between the two national organizations at an early date. When this is brought about, the N. C. U. and the A. C. U. will not be long in coming to some understanding which will be of mutual and international benefit.

THE A. C. U. and the amateur question is narrowing down to one of men. The great cry is, why should Rowe, Hendee, Weber and Knapp be allowed to race as amateurs while making their living out of the sport, and devoting all their time to training and racing. They should not, but neither should they be put upon an equality with those who devote the bulk of their time to their trade, profession, or business, and only receive occasional assistance from some dealer. There is a difference. Each case should be treated on its merits, but principles should not be supported by the *argumentum ad hominem* method.

POOR Tom Eck got all broke up by his late spill. He writes, however, in the following cheerful strain: "I was going at a 2.30 clip when I fell. I went into a soft spot but the *only* result was a broken arm, black eye, cut cheek, two teeth gone, a piece out of lower lip, bruised shoulder, cut elbow and wrist, piece as large as a dollar out of left knee, cut across instep, and left thumb either broken or sprained, I don't know which." We should think the *only* wonder is he was not killed, but Tom is tough, you know.

Scranton, Pa., Notes.

ARRIVING at this city of coal, and registering my name on a leading hotel book, I casually inquired if any bicyclists called around or were known by the clerk. His response was to turn over a leaf in the book and point to thirty-five names, among which I recognized Col. George Sanderson, A. J. Halp, captain of the Scranton Bicycle Club, J R. Schlager, the local champion, etc. I got in town just three hours later than the annual feed of the Scranton Bicycle Club, and thus narrowly escaped Scranton hospitality. The bicyclists here stand well in favor with the public and press alike, and are, indeed, deserving of popularity.

Col. Sanderson met with a sad bereavement lately in the death of his mother, and the sympathy of his fellow cyclists is given, I know, in the hour of affliction. J. B. Schlager, the fast local racing man, is the idol of his city and club, and the latter presented him with a new Columbia racer at the banquet last Monday night.

The streets here are very wretched, but a fair half-mile track soothes the boys somewhat. This club is L. A. W. to the backbone, and there will be no seceders in this direction, judging from what I hear. I ran up to Wilkesbarre, Thursday, and there was entertained by the Wilkesbarre Bicycle Club, a tiptop lot of boys. Bert Voorhis and Capt. J. S. Carpenter are a whole club in themselves. John S. Prince, T. W. Eck, and "yours truly" appeared in contests against equines there and also in Scranton.

I met the Yale racing man, John A. Kulp, whose home is in Wilkesbarre, and John had much to say over his suspension for thirty days for competing at New Haven. SPOKES.

Boston to Hartford on Wheels.

"A four day spin away from Boston. It's a bang-up idea. I'm your man," was the reply that came from the noble Ned. Abjones and Crisosto had already labored with yours truly, and had succeeded so far as getting him to admit that the gentle treatment *Similia Similibus Curantur* was not effecting a cure. They positively assured me a League-meet fever that held its victim three days after the crisis had passed, had to be treated after the Old School method, *i e* plenty of fresh air and all the physical work that could possibly be put in. They evidently spoke wherof they knew, and a peculiar nervous anxiety in the earnestness of their reasoning, impressed me with the feeling that I had better go. They were my friends, and I longed to see them look like themselves again. It flashed through my mind that a pace would have to be set, and the correct path faithfully kept in view. Another equally

BRILLIANT FLASH

revealed their complete dependence on my discretion. Yes, I would see them through, let the imperious demands of business be what they may. I consented. The route was quickly agreed on. Springfield was to be the objective point. Abjones, in a somewhat apologetic tone, murmured, "I wish we could manage to meet old 'Teddy with a hat on.'" Alas! my best, and well-worked-up power was of no avail, Abjones was incorrigible, the Connecticut Valley and Hartford were added to the route. A day had to elapse, but on the morning following, at 7.30, three spanking Quadrants and a rakish looking Rover might have been seen emerging, as gracefully as their heavily weighted luggage carriers would admit, from the wheel-room of the Boston Bicycle Club, When we reached the street each rider listened impatiently for the

WORD GO — BACK!

which quickly came. We looked at the noble Ned, who with one hand on his erratic Rover, and the other lifted toward the heavens, remarked, "gentlemen it is raining. I propose we change the starting point to the Boston and Albany Depot, and the hour to nine o'clock." The propositions were readily accepted, and we sought the shelter of the club-house. From its windows we witnessed the departure of our graceful wheels on a furniture wagon for the starting point. The herdic in which we intrusted our precious selves managed to reach the point of departure on time. After an examination of the wheels, finding everything all right, and nothing we could think of wrong, we got on, and started promptly at the appointed time. In a little while we settled down to the thorough enjoyment of each moment.

How we did rattle over the road — no time for stopping now — the most glorious landscape or waterscape received but a passing glance, and the

PÆANS OF PRAISE

that burst now and then from our artist friend, as some especially attractive locality came in view, fell on dull ears. Our thoughts were on Springfield, and the dinner we knew that awaited us at our favorite hotel.

Springfield was reached some time after 2 P. M. The place we halted at being but a little way from our hotel, we decided to walk for a change, and giving orders to an expressman to see that our wheels were carefully and promptly delivered, we proceed to liquidate a few debts that were contracted during the trip. An invitation, kindly extended to visit the Overman Wheel Works was accepte l with a great deal of pleasure. We felt so completely recuperated after our bath and excellent dinner, each member of the party was satisfied to commence the

TRIP TO CHICOPEE

at the earliest possible moment, so as to be in time to do the works thoroughly. On our arrival we were met by the superintendent, who escorted us to, and through the works. The factory is prettily situated between two rivers. The larger stream is some distance from the building, and is quite sizable, but it has little to distinguish it from rivers in general. The other and more interesting passes right by the door, and is spanned here and there by footbridges; the banks are perfectly even, and have the appearance of being well cared for. We now commenced the inspection of the works. They were full of interest, from the room where we were shown the iron in its natural and rough state, to the room where it was enamelled, and made ready for the market. The balls for the bearings were in such profusion and so loose, it was hard to realize that they cost ten cents apiece. How I regretted I had never seen the inside of my tricycle,

there was such a glorious chance to anticipate the future, and treat with indifference the cussedness that some balls have, of not wishing to be placed where they would do the most good. One part of

THE EXHIBITION,

however, was a dead failure. A wheel was placed on the ground, and four fairly developed men stood on its rim and tried to smash it; they worked in perfect unison, but without avail, and we laughed at their discomfiture. Even the rim of the wheel appeared to

BULGE WITH DELIGHT

at the old joke it had so often played on those same fellows. On our return to Springfield we had supper and retired, satisfied that we had accomplished all and even more than was in the original plan. We were up early enough next morning to commence the trip to Hartford; but on an examination of the wheels it was discovered that about seven inches of the tire of one was loose. This necessitated an application of heat, and an unconscionable delay for the cooling process to take place. When we did start at nine o'clock all the conditions were perfect, a bright clear sky, and refreshing breeze. The scribe of the party noted the register of the cyclometers, the word was given, and with an easy gliding motion

OUR PILGRIMAGE

to the Connecticut valley was commenced. On reaching the first elevation we dismounted, and took some time to drink in the beauty of the wondrously varied scenery. Abjones sat on a rock. and appeared to devote his whole attention to the mopping of his head. In a woebegone tone he said "That if this was the Connecticut valley it knocked all *his* preconceived notions of valleys on the head. *He* had been taught to believe that a valley was a piece of ground between two hills; but in this case all he saw was one continued hill, and *up* at that." He was declared a kicker, and then and there we agreed to fine the first man who found fault with any freak of nature that might present itself to our notice. It was a happy thought, for our souls' sweet sake, as the Connecticut valley presented so many specimens of the genus Highway, our former experiences failed us in classifying it with any member of the family we were acquainted with. The cyclos. registered 3½ miles, and as there was a long distance to be covered the wheels were

FRESHLY LUBRICATED,

and we again settled down to work. The beauty of Long Meadow and its tempting incitements to ask for water made our progress through that hamlet rather slow; but once through, our racing man set a pace, and we reached Warehouse Point at two o'clock, in excellent humor for dinner. Cyclos. indicating something over 13 miles. The Bass we had for dinner was delicious, and if Warehouse Point can furnish as good the year round it will some time rank with our famous Point Shirley. We were in first-class trim to undertake the remaining part of our journey, and when within a mile of Hartford we struck a grade of road that enabled us to make up for past necessary delays, and the Alyn House register received our names at 6.45, cyclos. registering twenty-seven miles. Our call that evening on the Connecticut Bicycle Club left us thoroughly satisfied that there was

NOTHING THE MATTER

with that club. We explained and drew diagrams of the correct route between Hartford and Boston, and swore that if they followed it they would find that the greater part was made expressly for wheeling; we vowed the roads were *all* good, and that we hoped soon to see them, and "Teddy" with or without a hat, on in Boston. All the many beauties of Hartford were pointed out to us next forenoon, and at 6.30 we started for home with a big regret that our four days' spin was near an end.

TOM E——.

We are Told.

THAT Van Sicklen is pedalling a tricycle in great shape on the road, and that it makes the bicycle boys tired to follow him.

* * *

BY "Verax" that Van Sicklen has a sneaking sympathy for the A. C. U. and its success.

* * *

THAT the cowboys of Dallas, Texas, are all expert riders of the two wheeler.

* * *

THAT St. Louis boys were not much pleased with the treatment they received at the hands of Chicagoians, 5 July.

* * *

THAT the Missouri Club, of St. Louis, has a very large mileage to its credit, the first six men average 705 miles so far.

* * *

THAT the "steam cycle" in England has no future, because of the law restricting steam-driven vehicles to four miles an hour.

* * *

THAT many of the alleged purists are guilty of M. A.ism, but that the Racing Board is chary of suspending.

* * *

THAT parades in England are turning out very badly this year.

* * *

THAT the Music Hall "pops," otherwise the "beeries," are popular with local clubmen.

* * *

THAT the WORLD was the first paper to give the Speechley record.

* * *

THAT Mr. Bassett would not refuse the position of League secretary-editor.

* * *

THAT Herbert W. Hayes of Cambridge will be the next chief consul of Mass. as soon as the Beckwith-Ducker difficulty is fixed.

* * *

THAT Hendee's friends say he will go the mile in 2.25 before the close of 1886 season,

* * *

THAT hereafter 24-hour records must be made over long courses.

* * *

THAT this doubling and twisting over a ten-mile route for twenty-four hours is not fair record making.

* * *

THAT Hendee is in a diamond stud, the gift of the Caledonian Club, for smashing the one mile record.

* * *

THAT the joke of the season is the graphic account printed by a city daily of the Suffolk Wheel Club's tour when the tour did not take place.

* * *

THAT pending negotiations between L. A. W. and A. C. U., suspensions from the L. A. W. will in turn be suspended.

* * *

THAT D. E. Hunter has hard luck, his latest refusal to be allowed to race came from the C. W. A.

* * *

THAT the L. A. W. Racing Board are not prepared to reinstate the expelled Englishmen yet awhile.

* * *

BY the *Springfield Union*, that eight of the best racing professionals and amateurs have pledged themselves for Springfield in the Fall.

* * *

THAT poor Doane is still suffering from his broken nose, but his ardor is unchecked.

* * *

THAT Springfield men don't like Lacy Hillier's article anent Springfield matters and things.

* * *

THAT cycling in Philadelphia has increased fourfold during the past year, and that interest is still on the boom.

* * *

THAT Stall says that he and his worthy spouse *may* try for that tandem record when the heat of summer is passed.

* * *

THAT "out West" ninety out of every hundred L. A. W. members are in favor of the League abandoning racing as one of its objects.

* * *

THAT St. Louis men say Cheltenham Beach is nothing but a howling sand waste. Come, come, boys, kiss and make up again.

* * *

THAT the first of a series of maps preparing for Illinois' road-book has been issued and are very good.

Old Country Talk.

THE news of the formation of the American Cyclists' Union has been received here without surprise, but we are much in the same position as the WORLD appears to be. The N. C. U. has of course had to refuse its recognition to the new association, but I take it from conversations I have had with members of the executive, and from the natural common-sense view of the situation that it only lies with the A. C. U. to prove its title to recognition, and that will, in due time, be forthcoming. Should the Draconic severity of the Racing Board drive the racing world into a general revolt, and the milder *regime* of the A. C. U. receive the support of the great majority of your racing men, the N. C. U. must sooner or later hold out its hand to the latter.

THE fact cannot be gainsaid that the N. C. U. is *actually* though not *admittedly* in harmony with the American Cyclists' Union, and a long way behind the L. A. W. in that the ranks of the British association are full of makers' amateurs who go on their way rejoicing; the abortive attempt to deal with them having ended in such dire failure that the very idea of reviving it is repugnant to the minds of the defeated executive. The L. A. W. therefore stands on a pedestal by itself, and, if the dry rot does not reduce that stand to crumbling ruin, it will have earned for itself a reputation second to none achieved in the annals of athletic sports. Over here we are laying slight odds that dry rot wins.

FURNIVALL has won the mile bicycling championship, and very easily too. The race was endowed with a more open appearance than at first seemed likely, by an accident occurring to Furnivall three days before the date fixed, but despite his badly injured knees, Furnivall warmed up to his work and had the foot of his chief opponents, Speechly and Illston, all the way. Webber and English were absentees, and neither of the pair are likely to do much again this season. English will shortly be married, but Webber tells me he thinks of mounting again ere the season closes.

AT the last meeting of the N. C. U. Council, an attempt was made to introduce the custom of allowing starters in tricycle racing. The great majority of the racing division are in favor of the innovation, the strain upon the machine in a sudden start being the chief argument used by them, but the opposition was too strong on this occasion and the reform was delayed for the present.

THE wheel world here has been suffering for a long time from the rivalries of two great road-riding clubs viz., the Ripley Road and North Road. The former association is open to well-known and proved good riders, and such wheel press men as the committee consider come under the generic title of "good fellow." The latter is open only to riders who have ridden one hundred miles on the road in the day, and a pretty quarrel has for a long time raged between them. C. W. Nairn, London, editor of the *Cyclist*, with C. E. Liles, the ex-amateur champion, have been the Ripley Road Club representatives, and A. I. Wilson and a hot-headed lad, E. C. Bernhard, the North Road leaders in the wordy war, but since my last, a great calm has come upon the scene, owing to Liles and Wilson having mounted the same tandem and won for the joint honor of the two clubs, the fifty-mile road race promoted by the North Road Club. The race, which with our usual insular priggishness, we called a "ride," was contested for the half journey against a howling blast which broke up nearly all the bicyclists, and the powerful frames of Liles and Wilson, as also of Lee and Gatehouse, who finished second.

ADVERTISING in England is being carried to extraordinary lengths, though not perhaps in the splendidly orthodox way of the Overman Wheel Company, whose late outburst in the WORLD has filled the souls of our cycling-paper proprietors with envy. In the race referred to above, a pair of riders on a tandem, turned at the wrong place and completed a distance of only forty-three miles instead of fifty. The makers of the tandem now advertise that the said tandem was first in the race. How's that?

THE Land's-End to John o'Groat's record is not to be left where James Lennox placed it, for G. P. Mills, of the famous Liverpool Anfield Club, is off on 5 July, to pulverize it, if possible, and though Marriott hums and ha's when asked if he is going to sit still under the loss of his record, there is a lurking devil in his eye which tells me that it will not be long before the famous stayer will be wheeling for record again.

THE following are the latest records; Tandem tricycle, F. I. Osmond and S. E. Williams, novices *ambo*, 5.47⅘; one-mile tricycle, F. W. Allard. 2.54; one-mile bicycle, (grass) I. H. Adams, 2.55⅘; two-mile tricycle, P. T. Letchford, 5.58⅘. These are all subject to confirmation by the Records Committee of the N. C. U.

THE BARD.

THE WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and reports of all the prominent wheelmen, etc. Send $1.25 for a copy and subscription to the BICYCLING WORLD for one year. Look at our new rates advertising under "For Sale or Exchange" column.

Chicago.

Is recovering from its astonishment at the very successful race-meeting that Blake and the Cheltenham people gave us last week. A novelty, by the way, that is positively amusing. It was a pleasant thing for the participants to ride for a crowd which ran up into the thousands. The two surprises of the day were Hart of St. Louis, who downed Van Sicklen in the Chicago St. Louis race, and Heywood of this city who won every race he started in. This latter little gentleman intends to follow the path pretty closely for the balance of the season, and his 2.59 will doubtless be considerably lowered. Hollingsworth of Indiana, the two hundred and eighty miler, was handicapped by having never before ridden on a track, and by being mounted on an ordinary Columbia light roadster, so that he did nothing to speak of. After the races the Cheltenham people offered $500 for another race-meeting if it could be gotten up within ten days, but the time was too limited to permit of the offer being considered. There is some talk, however, of their getting up a $5,000 tournament, and bringing out the M. A.'s, which event we shall all hope may become a fact.

GORMULLY AND JEFFERY have recently recovered a budget of Consular invoices that were lost in the Oregon, and were picked up by fishermen off Cape Hatteras a few days since, after floating about in that vicinity for about a month. The papers were in the regulation mail bag which proved to be nearly impervious to water, so that there were plenty well enough preserved for practical purposes. As the loss of Consular invoices is a pretty serious matter, G. and J. are disposed to congratulate themselves.

THE route of the L. A. W. tour has been changed again, and the outside route to Old Point Comfort has been permanently decided upon. Otherwise the tour will stand as previously announced. Tours are occupying our principal attention nowadays. The Owls, eight of them, start to night, Saturday, for a week's tour in the vicinity of Waukesha. The Western Division L. A. W. will have their second monthly tour next Saturday, and will go to Milwaukee by way of Waukesha. What's the matter with you Easterners, that you do not start the machinery of your touring department? That is what the League is for, you know.

THE Chicago Club House scheme remains in *statu quo*, and it looks as though we had heard the last of it until somebody else throws some dynamite. But races are announced at the Ball grounds, the scene of the C. B. T. A. fiasco, to take place the latter part of the month.

PHILO.

ARRANGEMENTS are already well along for the fall tournament of the Springfield Club.

Manhattan Meanderings.

THE Orange Wanderers' road race for the championship of Union, Essex and Hudson Counties attracted a number of New Yorkers, not to mention scores of natives, last Saturday afternoon. Quite a crowd assembled at the starting point, situate between two broad farms, at the junction of Central avenue and Grove streets. Among those present were Frank White, Spalding's lightning salesman and bicycling manager; Fred Jenkins, without whom none of our sporting events would be complete; C. E. Kluge, not "hobbling on crutches," as several contemporaries have him, but lively as a cricket, and ready to commence training in a week, and many others. A number of ladies and gentlemen scurried back and forth on singles and tandems. Among them was Mrs. Johnson, of record fame.

THE course was two and a half miles straight away over billiard-table roads and return; away again and back to a point three-eighths of a mile below the start. At 4.33 P. M. the men were given the word. The starters were E. P. Baird, Orange Wanderers; T. N. Burnett, Roselle Ramblers; F. B. Hallett, Orange; C. R. Hoag, Newark; C. L. Meyers, Hudson County Wheelmen; E. B. Moore, Elizabeth; T. D. Palmer, Newark; W. P. Smith and Chas. A. Steuken, both of the Hudson County Wheelmen. After they had rushed away, the spectators perched on the farm fences like so many sparrows and awaited their return. The first men in sight on the return journey were Smith and Baird, who made the time, 4⅛ miles from the start, in 17.42½. At about three miles the favorite, Steuken, was run into by Palmer, being thrown. He was not badly hurt, but his machine was so badly damaged that he had to trundle it back to the dressing quarters. The men finished as follows:—Baird, 36.51½; Smith, 37.24; Burnett, 38.51; Hallett, 38.51½; Moore, 41.3½; Palmer, 41.4½. Hoag and Meyers took headers and did not finish. I believe this is record, in the absence of any other authenticated performance. The affair was well managed, and the officials deserve a word of commendation.

IT is a noteworthy fact that any matter which appears in an avowedly "funny" paper must be, according to popular fancy, redolent with humor. For instance, I have seen funereal poetry in *Puck*, copied by many of the cycling papers, simply because it was from *Puck*. An illustrated article, "Around the World on a Bicycle," is now dragging its slow length along in *Texas Siftings*, published in this city. The cuts represent a fat man—presumably an alderman or an East-side butcher—doing impossible things on a questionable bicycle. Firstly, we see him crossing Niagara Falls on a cable rope, while a two-cent expression of horror puckers his beefy brow. Again, he is being represented as being chased by a band of real Indians—wild sons of the plains. They are evidently foraging for their winter provisions, and they evidently regard "Fatty" as a good take. It is not stated whether they caught him, and were thus enabled to stock their larder or not. The last scene shows him in a pleasant predicament, viz; "chased by a lot of Mormon widdies." He is making believe that he is trying to get away. At the head of the bereaved band of feminity, a particularly desirable looking widow is pounding along with "a-get-there-or-perish expression. In the cut, she appears to be within hailing distance, and we can almost fancy her shouting "Ah there!" but again, we are left in doubt whether he had the good fortune to succumb to the widow's speed. One of your contemporaries is publishing this story at second hand, evidently playing it as a big card.

THE Ixions had a complete constitutional upheaval last Friday evening, and it is said that some of the members were transported homeward on shutters. In the early days of the club, Egan, Harris, Sanford, and others of its founders, embodied in the Constitution a provision to the effect that twenty-five shall be the limit number of active members, who alone shall vote on questions concerning the club, and hold office. The oldest in membership constituted the twenty-five, and as one dropped out the next oldest member was admitted within the charmed circle. The older members and founders claimed that they had started the club, and worked hard for its success, and they wanted to limit the voting membership, so as to control matters. Since the club membership has so largely increased, however, a new clique has been formed by the outsiders, and led by the indefatigable Hunig, who is legislative if anything, they changed the constitution at the last meeting, giving full privileges to all members. And this is why some of the older members were carried home on shutters.

THE last issue of *Recreation* publishes Karl Kron's full and real name in cold black and white. This is a thing that Karl never can forgive, and I think the vacation stillness that at present hovers over the classic halls of the New York University, must have been broken by lamentations long and loud, when Karl read the paragraph.

THE new tracks at Roselle, a suburb of Newark, is rapidly nearing completion. It is an exact model of the Springfield track, only it is three laps to the mile. It will probably be opened with a grand tournament late in August. A number of local and New York cycle dealers are interested, as it is expected that a first class meet will boom the wheel in this vicinity.

DR. BECKWITH still lies in his room at the top of the Citizen's house, while it's members constantly fan him, and feed him on iced water, in their efforts to bring him round. Your Howard, of the Boston *Globe*, was here last week, spent an afternoon with the Doctor in quest of information? ? ? ? ? ? and this is the result.

THE Kings County Wheelmen are talking of a race meet in the fall.

THE Ixions' road race to Yonkers and return has fallen through.

AT the Brooklyn games last Saturday, Rich romped away with the three miles, although he was giving away starts of three hundred yards. The athletic handicap seems unable to stop the Staten Islander.

TITNAM.

The C W. A.

[THIS is a trifle late, but we must blame the Post Office Department, as our advices were four days coming from Montreal, and did not reach us in time. A very successful meet brought to a close; the summary of the races will be found in our racing news. — ED.]

The annual business meeting was held in the evening of 1 July, President J. S. Brierly in the chair. This gentleman made a very effective speech in *re* the past and future of the C. W. A. The treasurer made his report, showing a cash balance of some $320 on hand, and other assets amounting to $130.

The election of officers resulted as follows: W. A. Karn, of Woodstock, for president, and J. D. Miller, of Montreal, for vice-president. After a vote of thanks to the retiring officers, the meeting adjourned.

In the evening a hop was given at the Windsor Hotel. Over three hundred and fifty ladies and gentlemen were present. On the evening of 2 July an entertainment was given at the Victoria Rink, consisting of fancy and trick riding by Master Bertie Lane, ten years old, and the American trick riders, Lester and Allen. These two men gave a very good illustration of how to play polo on a Star. The slow race was won by H. Williams; Master Lane second. Taking all in all, the C. W. A. and the Montreal boys feel perfectly satisfied with the result of the meet.

H. A.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year. See our new rates for advertising under "For Sale and Exchange" column.

CURRENTE CALAMO

PEACE?

WE hope so.

THE meeting of the Chiefs has a look that way.

THE League of American Wheelmen for touring?

THE American Cyclist Union to control the racing?

THE separation into three classes, per the A. C. U., is of course an experiment, but our hopes are for its success.

IF not, why not try the *time* class way of doing, on a similar plan that horse races are conducted. This plan has strong advocates. Or the handicap?

A. L. ATKINS is down Cape Cod way recuperating and looking after the Cape Cod girls, but don't mention this fact to Mrs. A. L. A.

No racing or training on the Springfield or Lynn tracks on Sunday.

A LOCAL daily consoles Doane, because he was the only one to suffer by his fall 5 July!!

MARBLEHEAD looks to Ware as its coming racing man. It might be in order to warn slow men to beware of him.

JAMAICA PLAIN will at last have a local club. Most of the Plainers are members of one of the Boston organizations.

S. G. WHITTAKER so long in charge of the bicycle department of the Simmonds Hardware Company, of St. Louis, severed his connection with that concern on the 15th of this month.

SOME of our exchanges are giving long accounts of the old water bicycle as something novel. That machine, gentlemen, has been used and practically discarded, some two or three years ago, in this section.

THE *Pastime Graphic* is a new illustrated candidate for public patronage. It will devote its pages to all kinds of outdoor sports, T. Z. Cowles has taken the editorial helm.

THE "Owls" of Chicago intend having a tour through Wisconsin some time during the month, this club will race the Chicago club for the team championship of Illinois, but Van Sicklen is to be barred.

A. H. OVERMAN is now on his way to Europe to be gone a few weeks on business. It is said he, with Col. Pope, will do the sights of Paris and London.

E. H. BARNARD, of the Boston Club, left Boston for Europe, to be gone two or three years. He intends to study art in the centres of Europe, Paris being probably the point at which he will stay the longest.

THE *Bulletin* pays its polite compliments to the Springfield *Union* in its usual soft and delicate style. The *Union* makes a dignified reply, and hits Brer Aaron right between the optics. Who next?

MCCURDY is getting himself in shape for the fall campaign against the records. His headquarters are at the Faneuil House, Brighton.

The Lynn *Bee* says: At a meeting of the directors of the Lynn Cycle Club Track Association, Thursday evening, it was voted to raise both turns of the track one foot, also to dig up the homestretch a distance of fifteen feet from the curb, and the backstretch ten feet from the curb and fill in with a mixture composed of clay and fine screened blue gravel. It is believed that a smoother surface will thus be secured, and that the track will be made somewhat faster than it now is.

WE erroneously stated in our last that Priest made his wonderful mile in 2 38, on the road in the North Road race. It was *not* at the time of the race that he made this tricycle record, but just before.

W. W. CRANE retires from the editorship of the *Bicycle South*, the July number of that paper being the last one to be issued under his management.

"ANYTHING for a change." We are led to make this remark when we notice an exchange suggest the handicapping to allow for different sizes of machines, on the same principle that the time allowance on different sized yachts is calculated!!! Ye gods!

THE *Spectator* (St. Louis) asks us to look at its advertising pages "for evidence as to whether wheeling pays." We have looked at its advertising columns, and also at its news columns. We are and have been fully satisfied of the prosperity of the *Spectator*, and we are always pleased at the bright and pleasant way it serves up the news.

NED OLIVER vows that the walking between South Chicago and Cheltenham Beach is the finest in the U. S. The lady who accompanied him substantiates this statement. But Ned says he will pay more attention to the *trains* next time.

RALPH FRIEDBURGH, of Chicago, is fast developing into one of the finest trick riders this country ever produced, and that is saying a good deal.

ACCORDING to the *North Adams Transcript*, Heath, of Lee, trains as follows: "He has a peculiar method of training for a race. He rides ten miles, then takes a two hours' bath in the river, then lays on the grass for a while. It would kill any one else. Monday night he ate at one time in one restaurant, two plates of ice cream, some raw clams, three glasses of sarsaparilla, cake, lady-fingers and pickles, and said after that he "never felt better in his life." Racing men go thou and do likewise, — and die.

KARL KRON'S latest postal card to this office, dated 9 July, says: "I wish you would give a free advertisement of the fact that I have just sent to the *L. A. W. Bulletin* as vigorous a protest as my tired pen could produce against the recent action of the 'Orange Wanderers,' advocating repressive legislation in regard to bicycles and tricycles upon the public roads of the 'Orange riding district.' I hope my cry may be printed on the 16th or 23d, and I want all wheelmen to listen to it, for the blow which these Orangemen have struck at the rights of all is a deadly one."

THE air is chock full of rumors to the effect that D. H. Renton intends to "go for" the L. A. W. officers criminally for expelling him from the L. A. W.

AN English exchange points to the initial Meet of the Lynn Association, and credits failure to the attempt to run under the A. C. U. rules. The reason is partially correct. racing men at that day did not know whether they were afoot or on horseback. It was wonderful that they had any races at all.

THE long-distance lunatic is a-whooping her up just now. Distance is everything, pleasure nothing. We rise to remark that the long-distance lunatic never rides more than a year or two. He is usually of youthful and tender age, impetuous and generally sports black tights. He glories in headers and gloats over a barked nose. He has no interest in anything but miles, miles. He is constantly examining his cyclometer, and only happy when the hands count off the miles by the thousand. Poor foolish infant, what lots of pleasure he misses.

AT a meeting of the California Division, a vote endorsing the Racing Board was passed. So far so good. But when the division came to consider the case of Fred Russ Cook, it found that he "is a business man of high standing and repute in this community." Therefore, an immediate application for his reinstatement is to be made.

WHEN California appoints a League hotel, it says to the genial Boniface, "granting equal rights and privileges to wheelmen who are not League members will be considered sufficient cause for revoking this appointment." Does this not savor of coercion a little?

ONE more item about this far Western State, and we are done. It has asked the League to take up the case of the Riverside Toll Road, at Sacramento, which displays the sign, "No bicycles or tricycles allowed on this road," and enforces the notice. We hope the League will open its purse strings to protect whatever rights the wheelmen have, and not be more than a century doing it either.

THE "special American correspondent," of *Bicycling News*, must live in Halifax, N. S., or some other remote region. In reporting the L. A. W. Meet, in Boston, he says: "Of course, as is usual with American events, there is much 'cry and little wool,' for though the Meet is considered a great one, about

FROM ALL SIDES

come words of praise and good-will for the

RUDGE.

One of the Pioneer Riders of this Country writes us:—

"During the last eight years I have ridden about every wheel on the market, but I must say there is more life and wear in the Rudge Machines than any wheel I have ever used. They last, and it pays to buy them."

The Best is None too Good for You!

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.,

152 to 158 Congress Street, Boston, Mass.

It costs from $20.00 to $50.00 less than any Safety on the market.

MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES OF ALL OTHER MAKES OF DWARF MACHINES.

Note this disinterested opinion from C. F. Smith, Manager of the Indiana Bicycle Co., who sell all the well-known makes.

"Also, a 46-inch American Safety with balls all over, for the writer's own use. We believe you have by far the BEST DWARF MACHINE on the market. It RUNS EASIER than any Light Roadster I have ever mounted, and shall ride one the balance of the season." C. F. SMITH, *Manager.*

INDIANAPOLIS, May 6, 1886.

THE PRICE OF THIS BICYCLE IS $76.00.

IT IS MANUFACTURED BY

GORMULLY & JEFFERY - CHICAGO.

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.

NEATEST CATALOG IN THE TRADE FREE.

five hundred riders make it up." What nonsense! There were over six hundred in the parade alone, and at least four times as many cyclists who looked on and did not participate in the parade.

WE do not believe the time is far distant when road racing will be prohibited in England. This branch of the sport has grown so much in favor among the insular cyclists that the matter is beginning to attract public notice and disapproval. We in the United States are far away from any such condition of things as that.

THE "Blue nose" tour party left Boston to-day under the pilotage of Mr. Elwell. They are bound for a week's fun.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston: —

No. 344,528. Ratchet clutch mechanism, Edward P. Howe, Northborough, assignor of one half to John J. Shaw and Charles R. Rogers, Plymouth, Mass.

No. 344,529. Treadle motion for velocipedes, Edward P. Howe, assignor, etc.

No. 344,530. Brake for tricycles, Edward P. Howe, assignor, etc.

No 344,531. Steering device for tricycles, Edward P. Howe, assignor, etc.

No. 344,442. Wheel for velocipedes, George H. Day, Hartford, Conn., assignor to Pope Manufacturing Company. A hollow rim constructed of two strips of sheet steel joined together, the wider one with a depression to receive the narrower one, and the latter lapping the seam in the wider, and flush with the same on the inner side of the rim.

No. 344,449. Velocipede, Septimius W. Jones, Williamsport, Pa.

L. A. W. in Vermont.

THE opening business meeting of this division took place at Bellows Falls, Vt., 9 July, with Chief Consul C. G. Ross of Rutland, presiding officer. F. E. Dubois of W. Randolph, was re-elected Secretary and Treasurer. Resolutions were passed requiring the immediate payment of balance due the division from the L. A. W. A road book committee was appointed and the Division Constitution amended so as to conform to the parent body. The Mount Kebborn Club of Bellows Falls entertained the division handsomely at dinner in the evening. S. N.

MINNEAPOLIS, MINN., July 14. — The first annual tour of the Mercury Bicycle Club took place yesterday. The members turned out in full force. Several St. Paul riders joined the excursion party. The first day's journey will be a run from Minneapolis to Northfield. After a night's rest here the party will start and run to Orvatonna. The forenoon of Friday will be spent at Orvatonna. Saturday the Winona road will be reached, and Sunday will be spent in that city. — *Globe.*

All Sorts and Clippings.

THE RUDGE.

Was there ever wheelman
With a heart so cold,
But he loved the cycle
Upon which he bowled?

Was there ever cycler,
Callous to all worth,
But he thought his own wheel
Best of all the earth?

I have rarely met one,
So devoid of zeal,
But he sang the praises
Of some maker's wheel.

Nor am I exception
To the mighty throng,
Neither when I praise one,
Do I others wrong.

All makes have their lovers,
Each as best they claim,
But the wheel most perfect
Is the one I name.

Of all, 't is most graceful;
Yields in speed to none;
Faster than its compeers,
Records best has won.

Lighter than all others,
As "light roadster" claimed;
Stronger than the strongest
Which "light" wheels are named.

Firm and very rigid;
True beyond compare;
On the coast the fastest,
Like a bird of air.

Smoothest in its motion,
Fastest up the hill;
Like a sentient being
Yielding to the will.

More than any other,
Like endowed it moves;
Its surpassing virtues
Always fresh it proves.

Ask you what the wheel is,
Chiefest known to fame?
Need I but pronounce it,
Light Rudge is its name!

THE Millennium is fast approaching, and universal peace will soon prevail. But alas! what will we poor newspaper men do?

THE Invincible machines are showing up in their old form this year. Speechley has the one mile in 2.34½, and Osmond and Williams on an Invincible captured the two-mile tandem record in 5.47⅞.

SUNDAY [school teacher: "Why did not the lions touch Daniel?"

American boy (who reads the newspapers): "'Cos they were 'fraid to."

Teacher: "Why?"

A. B.: "'Cos they were British lions!"

SPRINGFIELD road race, twenty miles, five starters, all rode Victors. Two first men inside world record. Eldred won in 1.19.50. Nonantum road race, ten miles, three first men rode Victors.

THE North Adams race meeting showed a balance on the wrong side for the boys, we are sorry to hear.

"FOOTE'S Anti-Header is creating a stir among wheelmen." Why, of course it is, when a man can put a small attachment like that on his bike and bid farewell to headers, he ought to be "stirred" with gratitude to the inventor.

THE Coventry Machinist Company men also congratulating themselves, as Allard has taken the one-mile tricycle record on a Marlboro', in 2.54.

NO, Ethel; when you hear of a young girl having made a good "match," it does n't signify that she has got something that will get up every morning and light the fire.

MR. E. D. WOODMAN, of California, has, after a retirement of five years, emerged upon the track, using a 50-inch Rudge Light Roadster.

Tell, tell me, soothe my fears, for no sign as yet appears
of those editorial shears that I 've had a year or more;
Are they there upon the table? For to find them I 'm
not able, though their loss doth me disable, and the
fact I much deplore;
Even now, while of them thinking, seems to me I hear
them clinking, though beneath the rubbish shrinking,
and their absence grieves me sore.
Many a time I 've seen them shining, — though I now
for them am pining, — here upon my desk reclining;
but I guess upon the floor
They have now sought means of hiding, and perhaps
are me deriding, as I sit here vainly chiding, while
my heart aches to its core —
As I weary with supposing where those scissors are
reposing, while I sit these lines composing, readers
of this sheet to bore;
Just as true as I 'm a sinner, I most truly won't begin
another onslaught on my dinner till those scissors
you restore.
Ah, methinks that I have found them, with a lot of rubbish round them; were they human I would pound
them, and they 'd welter in thier gore!

— *Cape Ann Breeze.*

NEARLY every one in the trade is having a hook in this year. The Quadrant has a record of 2.38 on the road, and the Rover holds the two-mile safety in 5.53½, only about six seconds behind the tandem. The Rover is proving itself all that has been claimed for it.

"PAPA," why does that man pluck his hair and talk fast?" asked a little boy of his father as they saw a wheelman in a race gets off his wheel and examine his tire.

"He is calling himself a fool, my son, because he did not get a package of Adhesive Tire Tape. He could have got a package for 25 cents of Howard A. Smith & Co., Newark."

"ARE you a marrying man?" was asked of a sombre-looking gentleman at a recent up-town reception.

"Yes, sir," was the prompt reply; "I'm a clergyman." — *Evansville Argus.*

WE learn that Downe's cyclometer has been very much improved since its first introduction, so that it is delayed beyond the time promised, but think the many riders who are waiting for it will feel paid for waiting when they see the device in its improved shape.

WE do not think it in the line of fair-

ness that several firms lately making cycles should adopt the name of "AMERICAN." This name was first adopted by Gormully & Jeffery, and by right and justice it belongs to them and them alone.

THE *Cyclist* reports that Howell completed a mile in 2.39⅘ at Leicester, starting from a stool, a performance equal to about 2.36 push off. Howell also did a half mile in 1.17, both of which performances are English records. These are two more for the Rudge racer.

IT is worthy of note that the winning bicycler of the North Road Race rode a safety of the Rover pattern made by Hillman, Herbert, & Cooper.

The latest camera shown by the Blair Camera Company is about as perfect as ingenuity can devise or mortal desire. It should be seen to be appreciated. Send to them for catalog if you cannot call up at 471 Tremont Street, Boston. They make a specialty of cyclist's outfits.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

WHEEL CLUB DOINGS

Correspondence, points, and suggestions from the cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

CRESCENT CITY CYCLING CLUB, Evansville, Ind.—The above-named club has been organized in this city, with the following officers: President, J. N. Jorgenson; vice-president, A. M. Schneider; secretary and treasurer, T. L. Keith; captain, F. R. Richardson; lieutenant, L. Metzner.

BERKSHIRE COUNTY WHEELMEN, PITTSFIELD, MASS—The following officers were elected at the semi-annual meeting, Tuesday, 6 July: President, E. Kennedy; vice-president, J. N. Robbins; secretary, W. S. Kells; treasurer, W. G. West; captain, C. C. Kennedy; first lieutenant, W. H. Shendon; second lieutenant, H. J. Grant. The fourth annual tournament will be held 10 and 11 September.

THE following compose the new board of officers of the Boscobel Bicycle Club, of Lynn: President, P. J. McCarthy; vice-president, S. Steele; secretary, E. A. Packard; treasurer, E. Truesdale; club committee, J. T. Stevens, C. A. Saunders, W. L. Lewis, G. Sieson; captain, R. J. Heren; first lieutenant, E. Truesdale; second lieutenant, G. Sieson; color bearer, H. Fisher; bugler, E. Packard; second bugler, T. Stevens.

THE Berkshire County Wheelmen's Club, of Pittsfield, has elected these officers: President, E. H. Kennedy; vice-president, J. N. Robbins; secretary, W. S. Kelly; treasurer, H. G. West; captain, E. H. Kennedy; lieutenants, W. H. Sheridan, H. J. Grant. The club will hold its fall tournament 10, 11 September.

RACING NEWS.

UNDER the auspices of the N. C. U., the one-mile amateur championship of England was run on the Jarrow track. It was captured by P. Furnivall, in 2.46, beating H. A. Speechly three yards.

PREVIOUS WINNERS.

	M. S.
1879.—H. L. Cottis, Wanderers B. C.	2.59 1-5
1880.—C. E. Liles, L. A. C.	2.55 1-5
1881.—G. Lacy Hillier, Stanley B. C.	3.11 3-5
1882.—F. Moore, Warstone B. C.	2.47 2-5
1883.—H. W. Gaskell, Ranelagh H.	2.55 3-5
1884.—H. Speechly, Ranelagh H.	3.30 4-5
1885.—Sanders Sellers, Preston	2.46 4-5

MONTREAL MEET. Three days, 1, 2, 3 July. The parade was held Thursday A. M., with the Montreal Club at the head of the line, sixty-four strong. At 2.30 the same day the races commenced. The summary:—

One-Mile Novices.—Chas. Ware, Marblehead, Mass., 3.20 1-2; D. Pollock, Montreal, 3.37 3-8.

One-Mile Championship.—H. W. Clarke, Woodstock, 3.09 1-2; Fred Foster, Toronto, 3.09 3-8.

Three Mile, Roadster Machines, over 40 pounds.—T. Fane, Toronto, 10 08 1-2; J. H. Robertson, Montreal, second.

One Half Mile, Without Hands.—Chas. Ware, Marblehead, Mass., 1.43; D. B. Holden, Montreal, second.

One-Mile Tricycle Championship.—A. T. Lane, Montreal, 3.51; G. M. Mothersill, Ottawa, by 200 yards.

Five-Miles Bicycling Championship.—T. Foster Toronto, 18.56; J. R. Scales, Montreal, by twenty yards.

Three Mile Scratch.—H. W. Clarke, Woodstock, 10.04 1-2; D. E. Hunter, Alberton, Prince Edward Island, second.

The second day of the meet was spent in taking several short tours, and by the road race to Lachine in the afternoon. The first four men to finish were:—

Fred. Foster, Toronto, 42m.; M. F. Johnson, Toronto, 42.15; J. R. Scales, Montreal, 42.30; F. W. S. Crisps, Montreal, 43.45.

The summary of the races on the third and last days of the meet.

One Mile Novices.—Chas. Ware, Marblehead, 3 23 1-2; D. Pollock, Montreal, 3.33 1-4.

One-Half Mile Heats.—First heat: F. Foster, Toronto, 1.34 4-5; J. A. Robertson, Montreal, by several lengths. Second heat: H. W. Clarke, Woodstock, 1.30; D. E. Hunter, Alberton, by a length. Final heat: H. W. Clarke, 1.30; J. S. Robertson.

One-Mile Tricycle Exhibition.—A. T. Lane, 3 52 3-5.

Five Miles, Scratch.—Fred. Foster, Toronto, 17.10 1-2; T. Fane, Toronto, 17.26 3-8. Last mile, 3.09.

Two Miles Second Class Riders.—Chas. Ware, Marblehead, 6.47 1-4; N. L. Lusher, 6.49.

Three-Mile Scratch.—Fred Foster, 9.55 1-5; T. Fane, 9.55 2-5. Foster's time surpassed the previous records by 4-5 seconds.

WINONA, MINN., July 6.—Yesterday we held a very good race meeting. It was our first attempt, and we feel good over the result. But, oh my, it was a scorcher, so far as temperature was concerned.

The first event was the first mile heat of a professional race. The entries were Grant Bell, J. W. Snyder and R. H. Spear. Bell won the heat in 3.12 1-5.

The second event was a one-mile dash, open to amateurs. The entries were J. R. Stockdale, E. A. Savage, H. C. Schroder, and L. C. Kittson. Schroder held the lead from the start, and won the race in 3.13 4-5.

Third event—Five mile dash, open to professionals; first prize, $25; second prize, $15. Entries: Grant Bell, J. W. Snyder, R. H. Spear. This was one of the most exciting races of the afternoon, all three leading by turn, but it was finally won by Bell in 18.1 2-5, with Spear second, in 18.2.

Fourth event—Half-mile dash, open to Winona Bicycle Club. Entries: J. R. Marfield, E. C. Smith, J. J. Willson. Marfield led from almost the start, and won in 1.30 1-5, with Willson second in 1.32 1-2.

Fifth event—Second mile heat of professional race, same as No. 1. This heat was also won by Bell in 3.34, with Spear second, in 3.34 1-2. Bell and Spear were thus winners of the first and second prizes offered, of $12 and $8.

Sixth event—Half-mile dash, open to amateurs Entries, J. R. Stockdale, E. A. Savage, H. C. Schroder, B. C. Lund, L. C. Kittson. As the entries were so numerous the race was divided. Of the first three who raced, Kittson made the best time, 1.35 3-5. The second two, Savage and Lund, came in respectively in 1.32 and 1.32 1-4. It was then announced that the four best would try again at the conclusion of the programme, to decide the race—which they did, resulting in a victory for Schroder, in 1.28, with Savage second, in 1.28 1-2.

The last event was a one-mile dash, open to the Winona Bicycle Club. Entries, J. R. Marfield, J. I. Willson, E. C. Smith. Marfield finally spurted ahead, and won in 3.07 2-5; Willson second, in 3.15 3-4.—B.

THE Millville (N. J.) Bicycle Club gave a Race Meet on Monday, 5 July, which proved quite successful.

Gid! Gid! Gid! Gideon of the Germantown Club, and "Blonde" Baird, of the Orange Wanderers, proved the bright particular stars: the former in the quarter and one mile dashes, and the latter in the three and five-mile races.

The track is four laps to the mile, constructed of a fine quality of gravel, and was in fine condition.

The sky was clear, and the sun blazed down as it only can on Independence Day, which, however, did not deter the townspeople from turning out in force to see the races; and from the enthusiastic manner in which each good performance was received they felt well repaid for their trouble.

The first event on the programme was a one-mile scratch. George D. Gideon, first, time 2.92 1-2, W. I. Wilhelm, of Reading, Pa., second by twenty yards. A good race in which Gideon made a fine spurt at the finish.

One-Mile Handicap. Thos. Hand, Millville (21 seconds), first, time 2.59; James B. Pearson, Vineland (16 seconds); second, 3m.

One Fourth Mile Dash Scratch, Gideon, first, time, 40 1-2 s.; C. S. Stevens, Millville, second, by ten yards,

One Mile Novice, won by Lewis A. Howell; time, 3.2. George Porch, Clayton, N. J., second, time, 3.9 3-4; two-mile championship, first congressional district won by J. B. Pearson, time, 6.24; Joseph J. Potter, second, time, 6.38 3-4.

Three-Mile Record, won by E. P. Baird of Orange, N. J.; time, 9.50; W. I. Wilhelm, second. A waiting race with a spurt at the finish of each lap. Baird won ten laps, Wilhelm one, and one was a dead heat.

One Mile for boys under sixteen, Herbert Blanchard, of Millville, first, time, 3.26; W. H. Duckett, Camden, second, time, 3.28. A very good race, in which the winner made a pretty spurt at the finish.

Five mile handicap, won by Thos. Hand, of Millville; time, 16.24 1-4, E. P. Baird. There were five starters in this race. Hand, though considered a good rider was given on the programme, one minute and fifteen seconds on Baird, to which by mistake the starter added from ten to twenty seconds! The other starters also had very liberal handicaps. By hard riding

Baird fought his way to second place, but would have had to beat fifteen minutes to catch the winner. His time was about 16m.

One-mile consolation race, won by H. B. Warner; time, 3.27; W. M. Justice, second.

The Millville Bi. Club deserve credit for their enterprise in building so good a track, and for their courtesy to visiting wheelmen.

V. C. PLACE is on the path once more. One good amateur left, anyway.

THE Boston Club one hundred mile road race is already beginning to receive attention from the committee in charge. Surveys and measurements will be looked after this year.

THE twenty-mile course over which Eldred made the record, is to be measured and the distance verified.

RACING men cannot hereafter recover from accident insurance companies for injuries received while racing.

THE Lynn Association will take a breathing spell and not have any races until the great September meet.

RACING men will also take a rest for the next six weeks, by that time Kluge will be in shape to put on his war paint again.

A. B. RICH won the three-mile handicap bicycle race at the meeting of Brooklyn A. A., in 9.43 1-5. It was a walk over.

THE Owl Club *vs.* Chicago team race, is the next event of interest to take place in the Western metropolis.

AT the hill climbing contest held at Bellows Falls, Vt., 9 July, under the auspices of the State division L. A. W., H. L. Emerson, of Brattleboro', reached the top first, in 48s. There were eight starters, and six managed to get up to the top. The distance was about eight hundred feet. Silver cups for first and second prizes.

PITTSBURG, PA., will hold a grand tournament on 18 September. An effort to have two L. A. W. championships run at this meet (the half and the two mile) is being made. The meet will be held under the auspices of the four leading local clubs. The races will be run on the Exhibition track.

IT is thought it will be some time before G. Gatehouse record of 2.58 3-5, for two miles on a tricycle, will be lowered.

HART is St. Louis' "darling," because he managed to get away with the Chicago "Pet," Van Sicklen.

THE St. Louis papers are not at all enthusiastic over the way they were treated by the Cheltenham Beach management. The *Sporting Journal* retorts by calling their St. Louis brethren "toughs." From all of which we judge the war has begun again.

A RACE meeting is to be given in conjunction with the "illuminated parade," in September next, at St. Louis.

THE North Adams *Express* prints two portraits, one labelled Jno. S. Prince and the other W. J. Morgan. Next time these cuts will appear as Woodside and Nielson, and they are just as good likenesses.

WOODSIDE is in Maine, now. He lately raced Westbrook, of Hamilton, Ontario, at Biddeford, Me., and beat him in 3.59 for a mile. Must have been a fast track.

ALBERT SCHOCK acknowledges the corn, and says Prince is the best man. Schock issues a challenge for a six days race, for $500 to $1,000 a side, to any man in the world, barring Jno. S. Prince. A reply to C. W. Ryder, care of Minneapolis *Tribune*, will receive attention.

GIDEON appears on the path once more. We are glad of it. This seems like the good old times.

THE Orange Wanderers send out the following circular:—

"The West Orange Township Committee having already passed, and the authorities in the remainder of the Orange riding district being about to enact an ordinance requiring the carrying of bell or whistle by cyclists at all times, and the attachment of a lighted lantern to bicycles and tricycles after sunset, it is important that your members, and wheelmen generally in your section, should have notice of these requirements, in order that they may suffer no inconvenience or annoyance when riding in this district. Being of the opinion that the above ordinances are perfectly proper, we respectfully recommend wheelmen using the roads of the Orange riding district to comply cheerfully with the law, that we may retain our good reputation as being considerate of the public."

FIXTURES

JULY.

17 SATURDAY.—Ill. L. A. W. Div. tour, Chicago.

18 SUNDAY.—Dorchester Bi. Club to Nantasket.

22 THURSDAY.—Fourth annual tournament of the Genesee Bi. Club, Rochester, N. Y. Half-mile L. A. W. State championship. Apply to G. S. Montgomery, Sec.

23 FRIDAY.—Trojan Bi. Club's races, at Rensselaer Park, Troy, N. Y.

25 SUNDAY.—Brockton Bi. Club to Natick.

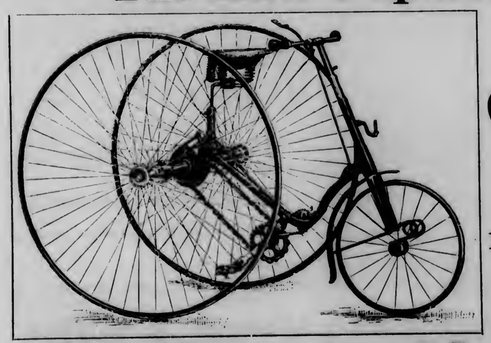
31 SATURDAY.—Chicago Bi. Club race.

AUGUST.

TUESDAY.—Clerical Wheelmen's tour starts from New York City.

9 MONDAY.—Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

THE
MARLBORO CLUB
The most Popular Tricycle made.



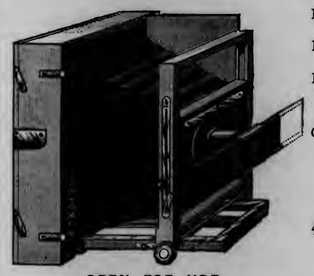
The New Patent
COIL-SPRING
FORK
Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.
239 COLUMBUS AVENUE - - - - - - - - BOSTON.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



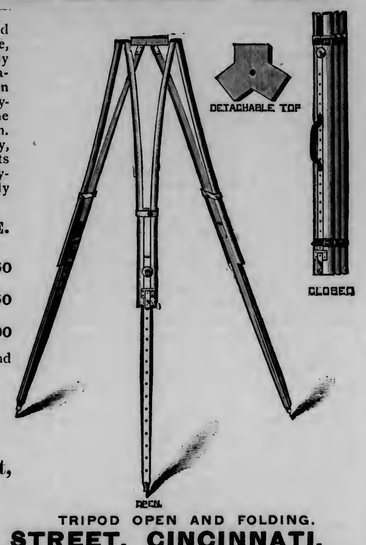
OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.
OFFICE AND FACTORY,
471, 475 and 477 Tremont Street,
BOSTON.



TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

The "ROVER" SAFETY.

(PATENTED AND REGISTERED.)



15 EXBURY ROAD, CATFORD HILL, 6th May, 1886.

Sirs,— After giving the "Rover" Safety a thorough trial, extending over several months, I feel bound to testify my entire satisfaction with the machine.

Although geared to 60-inch, I find that it not only equals, but excels every other machine for hill-climbing, while "coasting" is a perfect luxury, unattainable on any other one-track cycle that I know of, and its ample brake power enables one to bring the "Rover" almost to a standstill on the steepest decline without the certainty of a nasty "header," as would be the case on any ordinary bicycle, or on most of the so-called safeties.

Previously to this season I had always pinned my faith to the ordinary bicycle, but my experience of the "Rover" has led me to the conclusion that it is not only the safest, but also the swiftest cycle on the road, and I can safely say that my mounts in future will always be of the "Rover" type.

Yours faithfully,
CHAS. P. SISLEY,
Catford C. C., C. T. C. and N. C. U.

MESSRS. STARLEY & SUTTON.

Proved itself the fastest Cycle in the world.

50 miles on Road in 3 hours, 5 min., 34 sec.
10 miles in 29 min.
30 1-2 miles in 1 hour, 41 min.

STARLEY & SUTTON,
METEOR WORKS,
COVENTRY, ENGLAND.
PRICE LISTS FREE.

19 MONDAY.—Annual meet and races of the Pennsylvania division as guests of the Williamsport (Pa.) Bi. Club.

26 THURSDAY.—Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

28 SATURDAY.—Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

3 FRIDAY.—New York Division meet and races, at Buffalo, N. Y. Two days.

6 MONDAY.—L. A. W. Tour from Rochester, to end at Harper's Ferry on 16 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY.—Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

9 THURSDAY.—Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

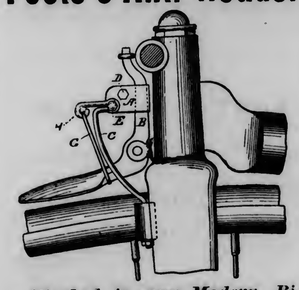
14 TUESDAY—Annual Tournament, Springfield Bi. Club. 4 days.

18 SATURDAY.—Pittsburg, Pa., races.

21 TUESDAY.—Bicycle races at Junction City, Kansas, in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY.—Lynn Tournament, 3 days.

Foote's Anti-Header



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.
BOSTON.

The Wheel World.

THE ENGLISH MONTHLY.

Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories.

$1.75 per Year, including Postage.

OUR CAMP

Xmas Number of the Cyclist

FOR 1884.

Nearly a hundred illustrations and three supplements. By the authors and artists who gave us the Great S—

By Mail, 25 cents.

HEALTH UPON WHEELS.

By W. GORDON STABLES, M. D.

CONTENTS.—What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter.

By Mail, 50 cents.

CORTIS ON TRAINING.

By H. L. CORTIS, M. D.

The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

CLUB SONGS.

A Collection of Club Songs, by A. S. HIBBARD ARTHUR YOUNG, and T. S. MILLER.

By Mail, 25 cents.

The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word*.

INTERESTING AND FULL OF HINTS.

Bicyclists' Indispensable.

By HENRY STURMEY.

All issues of this work are now out of print. The last was issued in 1882. A new volume was promised for 1885, and will be sure to come in 1886.

ALL THE ABOVE PUBLICATIONS CAN BE HAD
OF THE
BICYCLING WORLD CO.,
179 Tremont St.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4¼ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN,

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route." Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

FOR SALE OR EXCHANGE

[*Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.*]

BICYCLE FREE.—The Vermont Bicycle free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. All like it. 10c. to Jan. '86; in cloth, 10 for 50c. to Jan. '86. 8 large pages. VT. BICYCLE, West Randolph, Vt.

FOR SALE.—One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

FOR SALE.—One 56-inch Expert, condition A No. 1, will be sold *very* cheap. Address M. O. DANIELS, Ruggles, Ohio.

FOR SALE.—One 48-inch Victor, good condition, used carefully; price $85; too small for owner. CROWTHER & POTTER, Reading, Pa.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, $70; one 54-inch Rudge Light Roadster, $85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.
W. A. RHODES.
L. D. MUNGER.
E. D. HUNTER.
W. H. HUNTLEY.
F. P. KENDALL.
C. H. POTTER.
C. E. PRATT.
M. V. J. WEBBER.
P. FURNIVALL.
R. CRIPPS.
R. CHAMBERS.
E. F. LANDY.
F. R. COOK.
G. M. HENDEE.
N. H. VanSICKLEN.
W. F. KNAPP.
J. G. HITCHCOCK.
L. B. HAMILTON.
WM. A. ROWE.
L. A. MILLER.
GEO. E. WEBER.
WM. E. CRIST.
H. D. COREY.
N. M. BECKWITH.
A. BASSETT.
J. S. PRINCE.
FRED WOOD.
R. HOWELL.
W. M. WOODSIDE.
R. A. NEILSON.
R. H. ENGLISH.
E. P. BURNHAM.
W. C. MARVIN.
THOS. STEVENS.
B. B. AYERS.
W. W. STALL.
C. A. HAZLETT.
H. J. HIGH.
C. E. KLUGE.
A. B. RICH.
A. H. OVERMAN.
A. A. POPE.
W. S. ATWELL.
A. G. SPALDING.
H. B. SMITH.
H. W. GASKELL.
S. T. CLARK.
W. B. EVERETT.

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines which owners want to sell cheap, in order to buy New Rapids. State size desired.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LOW RATES,

Under "For Sale and Exchange."

Five Cents a Line.

Send in your advertisement to

BICYCLING WORLD CO.,

179 TREMONT ST., BOSTON.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

PHOTOGRAPHS OF THE 1886 MEET.

800 WHEELMEN.

For Mailing, 18 x 22. $3.00.

NOW

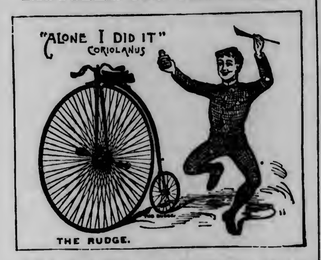
IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**
Price, 75 cents a bottle. Cannot be sent by mail.
For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H. B. HART, 811 ARCH ST. PHILA.=

BULL & BOWEN
DEALERS IN BICYCLES & TRICYCLES
MFR'S OF ACCESSORIES.
REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.
GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines.
DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room; something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

THE WORLD
One Dollar
A YEAR.

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclist' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO
Smithville, Bur. Co., N. J.

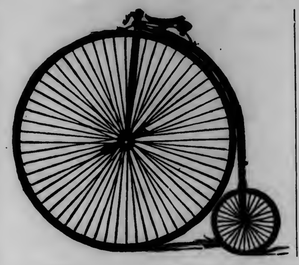
THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very Low Figures.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 Court Square, Boston, Mass., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

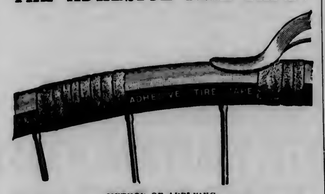
McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.

HAVE YOU EVER USED

THE ADHESIVE TIRE TAPE?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply.—Wind it lapping upon itself as shown in the above cut. *It needs* no tying, as it is adhesive. Every wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

Sold by

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH,)

ORATON HALL - - NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.



The NEW EXCELSIOR CYCLOMETER EXCELSIOR No. 2

Will be ready July 1st.

It registers 1000 miles. It reads from the saddle. It is accurate. It has interchangeable lamp attachment.

It is the Handsomest and Best Cyclometer in the market.

MANUFACTURED BY

FRED. JENKINS,

21 Park Row (Rooms 65, 66 and 67), New York.

New York Headquarters for the New Rapid and Celebrated Quadrant Tricycles.

Factory and Repair Shop, 291 W. Eleventh St.

All manner of repairs executed promptly, and at moderate rates. Disabled machines called for and delivered, free of charge, in any part of the city below 61st Street. Nickelling and Enamelling a specialty. Orders by mail will receive prompt attention. Out of town repairs should be sent by freight.

ENERGETIC AGENTS WANTED.



PRICE, $8.00.

FOR SALE BY ALL DEALERS.

WRITE FOR TERMS.

For Sale A Bargain

A BRAND NEW 52 INCH

RAPID BICYCLE.

NEVER RIDDEN.

Owner left for Europe unexpectedly, to stay the summer. No better machine made. Address

RAPID,

BICYCLING WORLD OFFICE,

179 Tremont Street, Boston.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

THE OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE,

Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.



RUDGE RACERS. ATTENTION, RACING MEN.

1 53	Rudge Racer	used twice		$90 00
1 54	"	"	" three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early.



POCKET DRINKING CUP.

Folds together, and goes in a handsome nickel case, size of watch.

Price, 40 cents each, or 3 for $1.00, post-paid.

The Gregalll Mfg. Co.

Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS on COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¾-MILE (World's Record) 1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition), 2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record) 11.05
5 MILES (World's Record) 13.57 2-5
6 MILES (World's Record) 16.47
7 MILES (World's Record) 19.38
8 MILES (World's Record) 22.24 2-5
9 MILES (World's Record) 25.18
10 MILES (World's Record) 28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . . GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE . . . . . JOHN S. PRINCE.
AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE OPEN RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . W. F. KNAPP.
20-MILE COLUMBIA CUP RACE. . . . . A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . . E. A. DEBLOIS.
5-MILE LAP RACE . . . . . GEO. M. HENDEE.
¼-MILE BOYS' RACE. . . . . F. A. CLARK.
3-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE HANDICAP RACE . . . . . E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE . . . . . S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . . . W. A. ROWE.
2-MILE LAP RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . F. S. HITCHCOCK.
¼-MILE PROFESSIONAL TRICYCLE RACE . . . . T. W. ECK.
WORLD'S RECORD. Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . . . E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY). . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE.
(ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER.
(ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN,
GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*.
(ON THE WAY.)

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 23 JULY, 1886. | Volume XIII. Number 12.

"THE EASIEST-RUNNING BICYCLE."

WE HEAR IT ON ALL SIDES.

We know WHY it runs easily. You will know the FACT if you try it.

SPRINGFIELD 20-MILE ROAD RACE.

FIRST FIVE MEN IN RODE

VICTORS

Mr. ELDRED won the race in ONE HOUR NINETEEN MINUTES AND FIFTY SECONDS, making a World Record for 20 miles on the road.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.

CATALOG FREE.

True tangent spokes, crossing seven times.

Hancock's best black rubber endless moulded round tires.

Every spoke tested to 1,200 pounds tensile strain.

Never had a buckled wheel or broken spoke.

Enamel and nickel finish, — best quality.

Warwick hollow rims, improved section.

Rudge pattern ball bearings; Bown's ball pedals with square rubbers.

All steel and absolutely interchangeable.

Proven to be the best hill climber and fastest coaster.

Inventors' Exhibition, London, awarded it the gold medal.

Detachable, hollow, one-piece, cow-horn handle-bar.

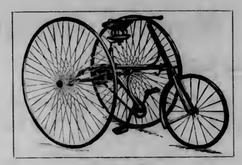
IF YOU WANT "THE BEST WHEEL EVER BUILT" (vide Bicycling News) SEND FOR CATALOG.

ENERGETIC AGENTS
WANTED.
MENTION THIS PAPER.

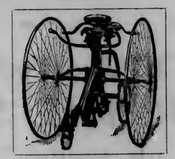
SAM'L T. CLARK & CO.

Baltimore, Md.

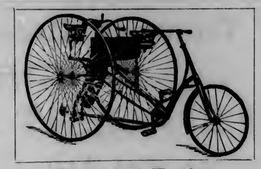
SINGER'S CYCLES.



S. S. S.



Traveller Tandem.



Springfield Tandem.

John S. Prince at Minneapolis Won the 50-Mile Race on May 8, 1886,

Making World's Records from 35 to 50 Miles. Time, 2h. 38m. 52s. Also winning the Six-days' Race from the Champion SCHOCK, making 1,042 Miles in 72 Hours. These records were made on an

APOLLO SEMI-RACER

With Double Ball Bearings and Ball Head, Weighing 34 lbs.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE NO. 4263.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE ROVER SAFETY BICYCLE

—— IS ——

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

The Bicycling World

Published every Friday

—— BY ——

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 23 JULY, 1886.

WHO is Chief Consul of Massachusetts?

WATCH for our issue of 30 July. It will be a cartoon number.

THE N. C. U. of England officially endorse the action of the Racing Board of the L. A. W.

WITH this thought in mind, we cannot help wondering, how about the action of the Racing Board *in re* Furnivall & Co.?

THE bomb has exploded, and the rumor seems to have had foundation.

YES. Dr. Beckwith and ex-Consul Hill have been arrested on the charge of criminal libel by the Rentons.

THE account, the reasons that led up to it, and the present aspect of the affair can be found in another column.

IS the *Bulletin* read? By officials, probably. By the rank and file, no! If it is read, why does the President find it necessary to send a circular by mail when the same notice is in the *Bulletin* reaching members on the same day as the circular?

FRED JENKINS has had his eyes operated upon, and hopes to be able to dispense with his glasses. Fred without his gold-rimmed specs will be a different chap, but we hope he will not need them any more.

IF we are not mistaken, the board of officers voted that the Secretary-Editor prepare and submit a balance sheet of the League's finances. Why has it not been done?

IT really looks as if the war was ended when the League recognizes the A. C. U. Now all the latter needs is to be sensible and discreet, and its fondest hopes will be realized.

THERE is one thing our English cousins should take notice of, which they now seem to ignore. This country is very much bigger than their charming island, and it costs much more to attend race meetings than with them. In fact, without help from some source, the number of racing men of national repute would be exceedingly small. We are always ready to follow in the wake of England in good legislation, but all their methods are not suitable to the very different conditions here.

WHATEVER may be said pro and con *in re* the L. A. W. A. C. U. embroglio, we cannot agree with the worthy Fred Jenkins that racing clubs are not successful. We claim that racing, and clubs who foster racing, have done more and are doing more to increase interest in the sport and improve machines than any other single factor.

THE chairman of the Racing Board is modest. This gentleman we presume it is who penned the following which appeared in the *Cycle* of 16 July: — "The WORLD would have us believe that one man has run the racing interests. Much as that man regards praise from our esteemed contemporary, he informs us that the compliment does great injustice to the other members of the Racing Board, and he will not have it." We know all due courtesy and consideration for the other members' views has been shown by the chairman, but still we are of the opinion that the chairman swayed and influenced the actions of the other members of the Board very materially.

THE fashion of "long-distance" 24-hour records being made over a short course is alarmingly on the increase. Such performances are good as far as they go; but "records" made over seventeen and ten mile selected circuits of road should by no means be ranked with records made over give-and-take roads "straight away," or out and back.

THE *Cycle* says that under the A. C. U. rules Hendee, Rowe, Knapp, and Burnham must be adjudged professionals. We understand, however, that if the proposed rules of the A. C. U. go through, these men will be classed as promateurs, and we are so advised. We ourselves cannot see how the above-named men can be put under other than the promateur class.

THE Connecticut Club delays final action *in re* withdrawing from the L. A. W. pending possible action of the League in remedy of "their injustice to racing men and clubs who give races."

JUST how far any organization can recognize road racing is a delicate question. It is a serious query whether this branch of the sport can be properly fostered by the A. C. U. or the L. A. W. Still some way should be devised whereby claimed records over the highways can be substantiated and accepted by either one of the organizations. The A. C. U. moves in this direction.

THE official announcement emanating from the League's president that the chief

consulship of Massachusetts is vacant, naturally causes considerable flutter in cycling circles. The notice in the *Bulletin* was couched in language calculated to deceive members into the belief that Mr. Ducker had resigned, which that gentleman very positively denies. On the strength of this the constituents of Mr. Ducker rise indignantly and want to know by what right the president removes the peoples' choice. Without daring to lay great odds that we are right in any matter pertaining to the League, we should say that the president's power to remove an office is given him by the second clause of Article 1, of the by-laws, which is, "He may at any time remove from office any member of the board who shall be guilty of malfeasance, and he shall promptly exercise this prerogative at the written request of twenty-five constituents of the office so charged." The question which first arises is, has Mr. Ducker been guilty of "malfeasance?" In our opinion he has not. He has done nothing that we know of as an officer of the League which can be called a "malfeasance." But the section quoted seems to leave it to the president to decide this point, giving the aggrieved party the right to appeal to the full board. We think a key to the situation is found in the letter of Beckwith to Ducker informing the latter that his resignation "would be accepted owing to the procedure adopted by him." The resignation not being forthcoming, Mr. Beckwith has apparently construed Mr. Ducker's "procedure" a "malfeasance," and exercised the right given him and removed the Springfield chieftain from his office. In the circular letter issued by the Massachusetts chief consul, he leaves his case in the hands of the division members, though we do not see what they have to do in the matter as under the third clause of Article 1, of the by-laws the right of appeal is to the board of officers. We would advise Mr. Ducker to proceed in the regular course.

A BRAN (d) new idea. Who has not been troubled with a rattle in his backbone, that is, in the backbone of his bicycle? We opine very few cyclists but have cursed the constant clitter clatter which comes from the hollow tube, and is magnified by it. Now, for the remedy. Fill the vertebral column with bran, ram it in tight and then apply to the hole at the lower end a stopple. Yes, a champagne cork will do. This is Mr. Overman's invention. No royalties charged.

Chicago.

THERE was a stir in town last Saturday, 17 July, when the Chicago and Northwestern refused to take our bicycles to Waukesha unless we gave up a dollar a piece, and one of the nastiest moves they could make it was, too. It happened like this: We were going by the Chicago Milwaukee and Saint Paul on the 3 P. M. run but that road withdrew their Saturday afternoon trains to Waukesha, so we concluded to take the C. & N. W. as a matter of course, but this road, thinking we were at their mercy, instructed the baggage masters to impose a tax of $1. each on our bicycles. In consequence, not caring to be imposed upon, the boys decided to take the Goodrich Steamer into Milwaukee and thence by rail to Waukesha and by this plan we euchred the C. & N. W. and carried out the second monthly tour of the Western Division to the letter.

THIS Chicago and Northwestern Road is one of the wealthiest railroads running into this city. For some reason or other they have always gone clear around the corner to treat bicyclers as discourteously as possible. When a wheelman is caught in a storm for instance at any point on the line the baggage master refuses to carry his machine for love or money. Of course there is no redress but to have it expressed to town, and should the day chance to be Sunday the wheel stays behind. This last of many exhibitions of ill feeling, however, has aroused the Touring Department and they will probably take some official action regarding the matter and should the League be called upon to give the road a wide berth and influence their friends to ticket by other routes they can probably put a great many dollars into the coffers of the competing lines who carry machines free.

THE Western branch of the Touring Department is on the alert, and has announced tours for once a month for the balance of the season. The tours are well attended and are very beneficial to the participants, especially to green riders, who get many experiences they would not otherwise acquire on the sandpaper roads of this city.

THE Indiana Tour, a letter from Ed. Wilcox informs me, was a great success. About sixty made up the party, and with delightful weather and excellent roads the result could not be otherwise.

THE Chicago Club races on the 31st promise well. The entries are coming in fast and include most of our local flyers. The scheme at first was to give no prizes, beyond handsomely decorated ribbons, but the makers and dealers have come to the front and will contribute sufficient to make the race worth winning.

PHILO.

President Beckwith and ex-Chief Consul Hill Arrested on a Charge of Criminal Libel.

DR. N. M. BECKWITH, president of the L. A. W., was arrested in New York last Saturday on a warrant issued by D. H. Renton, of 229 Broadway, New York. Ex-chief consul of the New York division, Edward F. Hill, of Peekskill, N. Y., was also arrested at the instigation of the same party on Monday afternoon at his home in Peekskill.

The Doctor was busily waiting on his patients at his office in Thirty-Seventh street when the warrant was served. He was compelled to leave at once with the officer, and go down to West New Brighton, where the justice of the peace of Richmond County, in which county Renton resided, holds his court. The Doctor was released on his own recognizances, and returned to the city late in the evening, in no pleasant frame of mind at his treatment.

Mr. Hill came down from Peekskill, accompanied by his lawyer, and went immediately to West New Brighton. But the Justice was not to be found, and Mr. Hill was compelled to remain at a hotel. He was released on Tuesday morning. The hearing has been set down for next Friday at ten o'clock, but it is probable that it will be postponed, as Renton's lawyer has another case on on that day.

The charge is one of criminal libel, which is punishable with imprisonment and fine. A little dip into ancient history is necessary to thoroughly understand the case. Last July, Daniel H. Renton, a law student of Columbia College, who had gained local celebrity as a racing man, visited Scranton, Pa., and competed in the races held by the Scranton Club.

In describing and editorially commenting on the races Mr. Aaron, who had been an official at the meet, referred in strong language to what he characterized as Renton's disgraceful appearance. Renton's father, who always attends his son at race meets, claims to have made several attempts to have Editor Aaron publish a retraction, but without avail. Both father and son visited the Hartford tournament, and while walking up Capitol Hill the old gentleman overheard Aaron telling a companion about Renton's appearance at the Scranton meet. This fired him up, and he rushed to New York, got out a warrant, and when the secretary-editor arrived he was met by two officers, who brought him before a justice later in the day. He was released on bail. On the day of the trial Aaron swooped down on Staten Island with a host of witnesses, including a number of Scranton men. The trial commenced at one o'clock.

After hearing several witnesses for the prosecution, who made some telling points against the secretary-editor, the case was adjourned for an hour. On reassembling, it was announced that a compromise had been effected. The agreement called for a public retraction, which afterwards appeared in the *Bulletin*, and the payment by Aaron of the court costs, and the counsels' fees for the plaintiff, all of which amounted to some $200.

At the meeting of the board of officers, held at the Grand Union, New York City, on 22 February, Renton was expelled from the League, on the ground that he had been guilty of ungentlemanly conduct, and had threatened to have an officer of the League arrested. The charge was not signed, but was concurred in and acted upon by Ed. F. Hill, then chief consul of New York.

Renton's father, who is determined to have his full rights, and nothing else, every time, could not submit to the expulsion of his son, so he began to cast about for a means of reopening the question. He induced a member of the New York Board of officers to present a petition at the Boston Meet, for a hearing and reinstatement. The communication was offered by the secretary, but was tabled without even being read. In it Renton claimed that he had been expelled from the League without a hearing, which was the privilege of every man, on charges which were untrue, and on a charge which had not even been signed. The refusal to act on this document has sorely nettled the Renton family, father and son, and warrants were gotten out, the result of which has been the arrest of the Dr. and Mr. Hill. Warrants are also out for several others who signed the document recommending Renton's expulsion, including Dr. G. Carleton Brown, of Newark, N. J., T. J. Kirkpatrick of Springfield, Ohio.

This is a more serious matter than the arrest of Aaron. Dr. Beckwith is very wrathy, and if acquitted will sue for false imprisonment and damages. The Renton's have a bicycle agency at 229 Broadway. The father has made plenty of money in various businesses, has a very handsome place at Staten Island, and will fight to the bitter end. The son was recently married, and now lives in Harlem. He has not the positive character of the father.

M. J.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at law and solicitor of patents, 258 Washington street, Boston: —

No. 345,327. Steam vehicle, Wm. R. Pelf, Newton, N. C.

No. 345,351. Bicycle tire, L. E. Whiton, W. Stafford, Conn. A series of metallic strips or sections imbedded in the tire, and secured by fastening devices to the rim or spokes.

No. 345,414. Polycycle, R. Goodyear, Hartford, Conn.

No. 345,424. Bicycle saddle, W. L. Fish, Newark, N. J.

No. 325,465. Velocipede, Jas. N. Waite, Hartford, Conn., assignor to Pope Manufacturing Company. Relates to the fork.

$1.25 for the WORLD one year, and a Reference Book.

Manhattan Meanderings.

A LARGE number of riders were out last Sunday. So was the sun. In fact, the latter was out very much, and that is why there was very little enjoyment in wheeling. There is nothing of special interest going on just now. Of course we have one of the principals in the great Ducker-Beckwith encounter here, but nothing can be learned that would be news. The fact that Ducker gave up his indignation meeting, and that there is an ominous lull on both sides, would indicate that a bomb may be exploded before long, for these things are almost always launched out of a clear sky.

A NUMBER of clubs in New York, Long Island and Jersey City, visited the Wild West show at Elm Park, Staten Island, last Saturday afternoon. Just now we are saturated with wild west, wild Indians and wild cowboys. It is even said that society swells are dyeing their skins to a copper tint, go around in sombreros, and mutter in guttural tones as they drop into Delmonico's or the Hoffman, "What will you havee?" "Fire water, with a pole in it." But however this may be, a large crowd went down on wheels, were given a prominent position in the camp, and they made themselves heard. Every difficult feat of horsemanship or horsewomanship was greeted with a salvo of whistles, and when the manager called for volunteer passengers, for the coach, which is attacked by the savages, our bicycle boys came to the front at once. They rolled away over the plains, were fired at — with blank cartridges, — were scalped — with wooden knives, — and carried forth, just dead enough to devour unlimited beer and sandwiches.

THE Harlem Wheelmen, who, like all new associations, have an abundance of enthusiasm, are making arrangements for holding a first-class meet at some of the local tracks. We have never had an open-air race meet in New York, and this experiment will be viewed with interest. Their "hustling" policy is a pleasing contrast to the state of "innocuous desuetude" into which our metropolitan clubs seem to have fallen.

THE many friends of Fred Jenkins will be pleased to learn that he has just undergone a successful operation on his eyes, or rather his left eye. That optic was drawn out of the true focus, but the result of this operation will allow it to return to a proper position, with the result that Fred will no longer be saddled with spectacles. Everybody who knows Fred will be sorry to miss the mildly philanthropical air with which he regarded people from behind his gold-rimmed pebbles.

AGAIN has Rich outwitted the handicapper by running away with a two-mile handicap. The race was run at the Staten Island track last Saturday. A number of men were entered, Valentine, 75 yards, and Halstead, only 225 yards, being second and third men at the finish. Time, 6.13⅘; first mile, 2.59.

MORGAN and Woodside, who are now at Springfield, I believe, came to Brooklyn last week, and did the horse-*vs.*-bicycle act at Washington Park. The Brooklyn public was not to be bled, however, and during the two days' exhibition, there were more men in the band stand than there were in the grand stand. Result, bankruptcy and sadness for Woody and the Senator, and for the handsome cowboy who bestrode the horse.

AFTER the Orange Wanderers' road race, there was considerable regret expressed at the collapse of Steuken and Meyers, both members of the Hudson County Wheelmen. Another Hudson County man — Smith — was unwell, and there are people who think Baird might not have won, but for these circumstances. To finally decide the question, it is very probable that the N. C. W. will open their annual road race to members of Hudson, Union, and Essex counties. The race would be well worth seeing, for many who could not enter the Orange Wanderers' fixture, would be on hand.

TITNAM.

Mr. Ducker's Meeting.

MR. DUCKER sends copy of a long letter that he has forwarded to the *Bulletin* for publication. We regret lack of space this week makes it impossible to reproduce in whole. In regard to the meeting Mr. Ducker did *not* call, he comments as follows: —

"But by far the worst is the notice warning Massachusetts wheelmen not to attend a meeting at Boston on Saturday, 17 July, said meeting being called by Henry E. Ducker as chief consul. In view of the fact that I have never called a meeting, I think, at least on this score, the President owes an apology. Furthermore, the executive committee went outside of their former custom and had printed a circular, a copy of which was mailed to every League member in Massachusetts, and right here I should like to ask the wheelmen of America if it is right that an individual should be allowed to vent his spite against a member of the League. To say the least a great injustice has been done me, and one which I have every reason to think that League members in general will not endorse."

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year. Notice our new rates of advertising under "For Sale" column.

We are Told.

THAT Mr. Ducker will not yet deliver up the effects of the office of chief consul to Mr. Hayes.

* * *

THAT Mr. Ducker says that the Massachusetts division has not received proper consideration at the hands of President Beckwith.

* * *

THAT there is fun ahead on the Masschusetts chief consul business.

* * *

THAT every one is wondering why it was necessary for President Beckwith to send out a special circular to Massachusetts members, when the columns of the *Bulletin* are open for such publication.

* * *

THAT the reinstatement of F. Russ Cook will make the Pacific slope solid for the L. A. W.

* * *

THAT Dr. N. P. Tyler, of New Rochelle, N. Y., will do the official handicapping for the L. A. W., 1886–7.

* * *

THAT Van Meerbeke has got as far as New Mexico on his way to San Francisco.

* * *

THAT long-distance lunatics are at it early mornings and late nights, in order to make the cyclometer reel off the miles.

* * *

THAT Mr. Hayes, President Beckwith's appointee to the consulship of Massachusetts, is a good fellow in every way, for such a position — "and so say we all of us."

* * *

THAT Mr. Ducker still puts "chief consul" on the end of his sig.

* * *

THAT Hollingsworth and Rowe are as like as two peas, so far as physique is concerned.

* * *

THAT another "race" between horse and bicycle came to an untimely end in Brooklyn, last week.

* * *

THAT Schock has really settled down to the restaurant business, in Minneapolis.

* * *

THAT the black tights men are writing to the papers expostulating at the criticism made on their costumes.

* * *

THAT Fred Bell, of Chelsea, got knocked off his bicycle by a descending gate of a railroad crossing and broke his arm.

* * *

THAT Dr. Kendall is working up interest in the big tour L. A. W. to be held in September.

THAT the question of life membership in the L. A. W. has been postponed until the fall meeting.

* * *

THAT the medals made for the great road race of the Suffolk Club will be competed for in a scrub race got up among members only.

* * *

THAT the reason Stall did not fine any one for "loafing," at the last Lynn meeting, was because there was no loafing.

* * *

THAT Willard Burns won the road race at Great Barrington, last week.

* * *

THAT the League rolls right along and "gathers them in" at the rate of one hundred a week.

* * *

THAT cyclists are advised by "Philo" to shun the Chicago and N. W. R. R. in travelling, whenever possible.

* * *

THAT the *Bulletin* broke its record this week, and came out on time.

* * *

THAT the Kanaka princes who are attending college in California, are expert and enthusiastic riders.

* * *

THAT a loud cry for the use of the handicap in races is being made, and that sooner or later it must come.

* * *

THAT the original route of the L. A. W. Tour is being greatly changed.

* * *

THAT two Pennsylvania Bicycle club men from Philadelphia, wheeled to Luray Cavern, Va., and return, five hundred and miles, in ten days.

* * *

THAT Japan is the paradise of the cyclist, the roads being magnificent.

* * *

THAT a teaspoonful of fine ground oatmeal in a glass of cold water is a great thirst quencher.

* * *

THAT the "toughs" in St. Louis who ride with their stomachs on the handlebar, are trying hard to reform and have some style about them.

* * *

THAT Fred Jenkins is having an operation performed, which he hopes will enable him to dispense with his glasses. We say amen with all our heart.

* * *

THAT Munger is booked to fight a duel in the South, — with *real* pistols. Cause, a pretty Southern girl.

* * *

THAT the South as a general thing is loyal to the L. A. W. Racing Board.

THAT Dorchester Doane's nose is getting in joint again.

* * *

THAT the bell and light ordinance to be enforced in New Jersey, is kicking up a deuce of a row.

* * *

THAT Furnivall is suffering from synovitis of both knees, which may incapacitate him from taking part in any more races this year.

* * *

THAT the Atlantic Club, of Newark, N. J., has withdrawn from the L. A. W.

* * *

THAT the A. C. U. dues for clubs have been raised from $5 to $10.

* * *

THAT Geo. H. Burt is to be chairman of the A. C. U. racing board for the New England and Canada districts.

* * *

THAT tricycling is greatly increasing in popularity in St. Louis.

* * *

THAT President Beckwith was a trifle too quick with his circular warning Massachusetts wheelmen not to attend Mr. Ducker's meeting.

* * *

THAT Henry E. is pretty sharp, and the man who gets ahead of him must rise early and keep his eyes wide open.

* * *

THAT Henry Irving got slightly mixed at a race meeting lately, and alluded to himself as President of the Cyclists' Union. Punch too strong, Henry?

* * *

THAT "Alphabet" Webber has abandoned the wheel for a time, and taken to the oar. Three prizes is the result, so far.

WHY will idiots continue to state the untruth that cyclists are preternaturally solemn when riding a bicycle. Must we make fools of ourselves and grin and roar like gibbering imbeciles? Who ever saw a man or woman engage in any sport and exhibit at the same time an undue amount of hilarity? Is the whist player the personification of merriment? is the oarsman in a constant state of noisy cachination? How about the swell in his dog cart, does he grin and show other evidence of *proper* levity? No! this is all washy twaddle from would-be funny men. The cyclist is a rational being, that is, he and his class have their fair proportion of dignity, and hence they very properly do not go along the highway showing their teeth, and making the welkin ring with explosions of jocularity.

Look!! THE WORLD, for one year, and a copy of THE WHEELMAN'S REFERENCE BOOK, for $1.25. Send in your order.

How to Become a Prominent Cyclist.

LETTER TO A YOUNG MAN WHO ARDENTLY DESIRES TO BECOME A PROMINENT CYCLIST, AND HARDLY KNOWS HOW TO SET ABOUT IT.

(*Profuse apologies to Mr. P. G. Hamerton.*)

My dear Sir, — Yours of the 10th inst. duly received. Your inquiries are so numerous, and the subject of them so extensive, that they can best be answered by dividing them into heads.

Firstly. You say that you are "not a strong rider, and on long rides — to quote Faed, often 'double up.'" This is a hopeful symptom "Prominent Cyclists" often do so, as it is found to conduce to their prominence. Anything that will cause one to be noticed or noticeable, should be grasped with avidity by the would-be "Prominent Cyclist." Warm League suits and close, unventilated double-peaked English caps, or other apparel that you may find particularly unsuited to our climate, should be adopted as aiding to mark you as a "Prominent Cyclist." Vulgar behavior at hotel tables, and "full tights," are valuable allies, as I know of cyclists who have attained prominence by these means alone.

Secondly. You are "of a respectable family, well brought up and educated." This is unfortunate, as you have much to change. You cannot as readily bring yourself into habits of profanity or take as much pleasure in a ribald story listened to at the Reservoir, as can those not possessing your disadvantages of respectable birth and breeding.

Thirdly. You are "not a clubman, and entirely unconnected with the trade." This defect must be at once corrected. Join some small clubs — the more the better — and, after working them for all the offices you can, shake them and join a large one, and with your acquired prestige you should not find it difficult to enter the employ of some cycle concern. The only true knowledge of men and machines is possessed (through some mysterious dispensation of Providence) by the employees of cycle houses, and the errand boy of a cycle store, knows more after ten weeks' service, than the late James Starley did after ten years' experience.

If you succeed in gaining admittance into the hallowed precincts, you must "take on the nature and habit" of a "scorcher," and proceed to "knock out" every weak looking rider whom you may meet on the road. This is scorching.

Caustic remarks on the personal peculiarities of others, and gratuitous critiques on their mounts, are in excellent taste with the "Prominent Cyclist." The newspapers must be worked with little items about yourself and the divine machine which you ride, and such are inflicted on the public as "news."

Fourthly. You "always conduct yourself with propriety."

My dear sir! You must change all this and emulate the demeanor of the "Cove rough" towards all women, without escorts, whom you may meet in your rambles. You will eventually, by following these instructions, debar yourself from decent society; but — you will be a "Prominent Cyclist."

There are other points that I might give, but you have enough for a "starter." Very truly yours,

QUATRE YEUX.

CORRESPONDENCE

[*This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.*]

What is the Advantage?

Editor Bicycling World: — Will you not state what are the supposed advantages of handle-bar steering for tricycles?

It seems to me to be quietly assumed to be better without clearly stating why. The only practical advantage I have heard mentioned is, — ability to pull on the handles climbing hills. I am not clear here even that it is *easier* to pull the machine up hill than to let the weight of the body do the work, though it may be *speedier*. On the other hand it seems to me there is something to be said for side steering.

1. The position is more favorable for expanding the chest and for free unimpeded breathing.

2. Where is no temptation to lean forward resting the weight on the arms.

3. Freedom from the disagreeable vibration of the handle-bar which no device of springs seems to do more than partially mitigate. (Even with the steering part as far back as in the Ranelaghs Club this is quite noticeable.)

4. It is easier to clear one's self in case of a "spill."

5. Machine can be easily mounted and ridden by a lady. (Some handle-bar steerers also have this advantage.)

6. In point of appearance I give the preference to the side steerer. With the handles properly adjusted, the position of the body looks more easy and graceful than when the rider sits reaching out for the handle-bar placed barely within his reach, where it must be placed, if it is to give him much advantage in pulling.

ANTI-FASHION.

The Connecticut Club Waits.

Editor Bicycling World: — At a meeting of the Connecticut Bicycle Club held Wednesday evening, 14 July, the following resolution was adopted: —

Whereas, It is understood that steps have been taken by the officers of the L. A. W. to remedy the existing breach in the organization caused by the decisions of the Racing Board; and the action of the Connecticut Club in taking the initiatory steps in leaving the L. A. W. was based solely upon dissatisfaction with such decisions and their injustice to racing men and clubs who give races.

Resolved, That the motion now before the club, striking out the L. A. W. clause from the clubs by-laws lie on the table until the next meeting.

It was also voted that a copy of this resolution be sent to the BICYCLING WORLD with a request for publication.

Respectfully,

J. G. CALHOUN,
Sec. Conn. Bi. Club.

17 July, 1886.

He Hits Right and Left.

Editor Bicycling World: — The amateur question may be a chestnut, and wormy at that, as President Bates says, but it is a nut that the L. A. W. must crack or be cracked by.

I can agree heartily with President Bates in saying that the definition of an amateur as a gentleman who does not contend (or exhibit) for a wager or for a money prize is good enough for me, but I cannot see the sense in tacking on the tail piece "nor with those who do so." The very essence of amateurism is that man enters the lists for "glory" rather than for gold, and if an amateur thinks he get any glory out of a contest with a professional flyer, why hinder him? This notion of pollution of amateur standing by contests with professionals, or on account of racing under any save L. A. W. rules savors too much of that kind of trades-unionism that makes men "*strike*" because non-union men are allowed to earn their living in the same shop with them.

Granted that racing is a silly pastime, dangerous alike to health and morals, still men *will* race, "some for glory, some for pelf," and if a man who races for glory only chooses to tackle one of the "professionals" for the glory of his class, and not for pelf, he *is* a true amateur, pure and simple, and remains so though the Racing Board should "Come with their candle, their bell, and their book," and, pronounce the dread anathema of professionalism against him, turn him over to the Membership Committee to be dealt with as a heretic, while the society of many A.s and few garments stands shivering by with bare legs and arms, and applauds the sentence. He is not *made* a professional by all this tyrannous nonsense, but is and remains an *amateur* because it was the love of sport, and not the greed of lucre that took him on to the path. If a man who does *not* make a profession or trade of athletics can beat another who does, why all the more honor should be due him from those who honor such things.

I don't see, either, why a man who is not rich enough, or whose father is not rich enough to pay the expenses of training, etc., should be set off in a class by himself as a promateur and forbidden to share in the untold privilege of League Membership, or to profane our sacred assemblages with his presence. That is a class distinction founded solely on the relative wealth of the parties, and as such

is foreign to American ideas, customs, and usages and the very spirit of this country, however, well it may accord with British manners and customs.

Shall the L. A. W. then give up all supervision of racing? I would be glad to see it done, but only on condition that cycle racing should be given up by all cyclers. The L. A. W. is the representative body of American Wheelmen and *cannot* abandon that responsibility, even should it wish to do so. Racing is the intemperance of cycling, and,like all other intemperances, it may be regulated though it can not be suppressed. Thus far the L. A. W. has kept its race tracks clear of the pool-box and the betting book, for the honor of cyclers generally it must continue to do so. Let us regulate racing by all means, but let our rules and regulations conform to the sport, temper, and genius of our own free and modern land rather than to those of middle age feudalism. We cannot turn over this or any other important matter in cycling to a few hair-brained malcontents, who have the professional spirit, though they may never have violated the *letter* of our amateur law; men who are in cycling for what they can make out of it, and who are ready to break up the League in order to sustain a lot of fellows who were not ashamed to enter themselves as amateurs under L. A. W. rules when they well knew that under those rules, they were *not* amateurs. False pretences is a worse offence in *my* eyes than is violation of Rule H. I have no sympathy with such men, and I don't believe in the L. A. W. abdicating, in whole or in part, its position as arbiter of all cycling matters in the United States of America to anybody, and especially to the A. C. U.

"But you signed Mr. Ducker's request for a mail vote on this very question," says some one. Of course I did. I would not refuse an act of justice to any one, and if any respectable number of members of the L. A. W. desire to ascertain the sentiments of the L. A. W. on any cycling subject by means of a mail vote, they have a right to do so, and I will help them every time, no matter whether I agree or disagree with them on the main question. Besides, in thus appealing to the League at large, they tacitly agree to abide by the result, and if this question should be decided adversely to Mr. Ducker and his friends, I shall hope to see him let the sawdust out of his A. C. U. dolly, and come back into the League and behave himself according to the L. A. W. rules and regulations till he can persuade the League to change them to suit him.

I would be glad to see cycle racing abolished, but as that cannot be done, I am in favor of having it *regulated* by the L. A. W. without any assistance or advice from any other society whatever, N. C. U., A. C. U., C. T. C., or N. A. A. A., and I don't despair of getting the League to accept my definition of an amateur yet; though if I fail I don't expect to go off in a corner and start a little mugwumpery of my own. Reform *within* the League is my idea, and I hope to live to see it.

GEO. E. BLACKHAM.

CURRENTE CALAMO

WHO will win?

DUCKER or Beckwith?

IT is getting to be quite a fight.

MR. HAYES formally demands the effects of the office.

MR. DUCKER formally refuses to give them up to any one. So we hear.

IS the next step to be made in the courts of law?

WE do not see how it can be otherwise unless there should be a compromise.

"KARL KRON" puts the rate of speed proper to fellows on a tour as five or six miles an hour.

WHERE was that meeting Ducker was reported to have called? We couldn't find it.

THE Boston correspondent of the *Wheel* says, Mr. Hayes, the new chief consul for Massachusetts, "is reported to be a gentleman," just as if there was any doubt that he is one.

GEN. SIR EVELYN WOOD, K. C. B., of Soudan fame, was one of the referees at the late Essex, (England) Meet.

G. P. MILLS is now making an apparently successful attempt to beat Lennox's record from Land's End to John o'Groats. At Perth he was a good thirty hours ahead of Lennox's time. We get this information from *Bicycling News*.

W. H. LANGDOWN is on his way from Australia to take part in the races at Springfield next September. Mr. Langdown is the Amateur Champion of Australia, and is certainly deserving of great praise and good success for the enterprise he is showing.

THE Springfield *Union* is pitching in in great shape on behalf of the A. C. U. and Ducker. It has Beckwith, the *Bulletin*, the Boston *Globe*. and Fred Jenkins to handle, and it certainly does not mince the English language in paying its compliments to these parties and papers.

JENKINS in *Sporting Life* says, the "A. C. U. have put some good planks in their tottering platform at last." He further admits that in the long run the A. C. U. will come to the front (in racing matters) "and the League gradually retire."

THE *Spectator* of St. Louis says, that a Mr. Edwin Sells has taught ten men to ride since he became a wheelman this spring, and consequently has added ten enthusiastic recruits to the ranks. A little more proselytizing by gentlemen riders is suggested as being worthy of emulation.

"AWAY down South" near Memphis, a man followed two cyclists for two miles and threatened to shoot their d—d heads off. The cyclists not being armed thought orderly retreat the best tactics to be pursued.

THE *Sporting and Theatrical Journal* reports the arrival of A. H. Overman in Chicago. They must be mistaken, A. H. O. is now on the "briney" *en route* to Old England. Perhaps "the arrival" is another fellow who is going to work Burley one hundred dollars worth?

PRESIDENT BATES's query as to whether he is "an old fogy" on the amateur trouble is being answered by the cycling press in the negative pretty generally.

"VERAX" speaking of the Ducker Beckwith fight, says of Ducker, "I think Mr. Beckwith has a *Spartan* this time surely." Don't you mean *Tartar* Mr. Verax?

RICALTON who is to go to the Arctic regions on a trike in the interest of *Outing*, is a great and economical traveller. He has "done" Brazil and 1,800 miles of the Amazon for $225. He has been to Iceland and it only cost him $200 from New York and return, so he claims.

Wheeling is showing commendable independence in exposing the misleading statements of advertisers.

WHAT is Hendee's record Mr. Bassett? Now that you recognize the A. C. U. where do you place records made by its amateurs or its promateurs or its professionals, or whatever they are?

So Furnivall has at last been beaten, and in a waiting race. Allard must be a good man. even if it did take over twenty minutes to run the five-mile tricycle race. The Coventry Machinist's Company have a treasure in him.

Wheeling promises us some comments on the Pope-Overman love feast. We shall enjoy reading them, and wonder what they will be.

WALTHAM is very considerate. It allows wheelmen to make a racing path of its streets, and then stands on the sidewalk and cheers. It displays Chinese lanterns, and generally enjoys itself. "Good old Waltham" as *Wheeling* would say.

S. G. SPIER makes a good bid for the title of the "Cycling Munchausen" Listen! he claims to have ridden sixty miles in four hours, four hundred miles in thirty-six hours, and covered twenty-seven hundred miles in thirty-two days, five of which he laid over for reasons. He has not had a fall since he left Albany. Very properly he claims these as world's records!!! Next!

GEO. B. THAYER of Hartford, is well on his way towards the Pacific slope. It will be remembered he started from Hartford 10 April, and went West *via* Buffalo, Cleveland, Chicago, and Omaha. He is now about due in Salt Lake City. From Laramie to Rawlings he had a tough time, had to walk 110 miles suffering for want of food and water. Mr. Thayer's claim of 2,500 miles in three months are rea-

FROM ALL SIDES

come words of praise and good-will for the

RUDGE.

One of the Pioneer Riders of this Country writes us:—

"During the last eight years I have ridden about every wheel on the market, but I must say there is more life and wear in the Rudge Machines than any wheel I have ever used. They last, and it pays to buy them."

The Best is None too Good for You!

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.,

152 to 158 Congress Street, Boston, Mass.

It costs from $20.00 to $50.00 less than any Safety on the market.

MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES OF ALL OTHER MAKES OF DWARF MACHINES.

Note this disinterested opinion from C. F. Smith, Manager of the Indiana Bicycle Co., who sell all the well-known makes.

"Also, a 46-inch American Safety with balls all over, for the writer's own use. We believe you have by far the BEST DWARF MACHINE on the market. It RUNS EASIER than any Light Roadster I have ever mounted, and shall ride one the balance of the season." C. F. SMITH, *Manager.*

INDIANAPOLIS, May 6, 1886.

THE PRICE OF THIS BICYCLE IS $76.00.

IT IS MANUFACTURED BY

GORMULLY & JEFFERY - CHICAGO.

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.

NEATEST CATALOG IN THE TRADE FREE.

sonable and not like the preposterous statements of Spier.

MR. SUMNER B. ELY of Chicago, and Mr. Harry Slade of Quincy, started for a trip to Portland, Me. last Tuesday, on bicycles.

THE Massachusetts Club require more room for machines, hence they will erect a gallery round their present wheel-room for the accommodation of cycles.

A POLICEMAN will preside at the meetings of the new Jamaica Plain Club, not however, in his official capacity as a guardian of the peace, but as President of the organization.

LOTS of the Massachusetts and Boston club men are quartered for the summer along the North Shore. Hull and Nantasket receive a large *quota.*

READERS of the WORLD will regret to hear that our contributor "Pedals" has departed to "furrin parts" and will be absent some two or three months. We wish him a pleasant voyage and a safe return.

THE Pope Manufacturing Company refuse to go into any newspaper controversy *in re* D. E. Hunter's Amateur standing, but they offer to furnish proof to the Racing Board.

THE glorious rain of the past week has made the roads good again in this region. Vegetable and animal life are alike grateful for the long-delayed moisture.

A WESTERN exchange states that some of the local men want to see the flying start tried. As a matter of comparison of speed with horses this might be done in matches against time. We should like to see Hendee and Rowe go a mile with flying start just to see what they could do, but to adopt the flying start in races we doubt its necessity.

IN anticipation of a warm time the League has adopted an official seersucker blouse. If Secretary Aaron don't satisfy the clamoring divisions he will need an ulster.

THE Racing Board has refused to have anything to do with road racing. The reasons are that it is improper for the League to recognize anything which is an infraction of the laws. What we have contended is, that as there is road racing, it is better to have it controlled within reasonable limits than to allow careless management. Again the A. C. U. smiles.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

REMEMBER that the next issue of the WORLD will contain a cartoon. Look out for it.

All Sorts and Clippings.

THE *Bulletin*, commenting on the rumored account of "Peace Proclaimed" between the L. A. W. and A. C. U., says: —

"What, oh! what, can all this mean? Is it a base fabrication composed in the Duckerian camp, or is it the fact that Mr. Bassett owns the League, and has unanimously decided among himself to do this thing? The *Cycle* (Racing Board organ) will please reply."

THE anti-header will do all that is claimed for it. Anything short of contact with a stone wall can now be encountered with safety. Foote's anti-header is owned and sold by the Overman Wheel Company. Get one and see for yourself. $1.50 is all they cost.

SECRETARY AARON has settled with the Connecticut division of the League to 1 July. Hartford wheelmen rather doubt the secretary-editor's boast that he never suppresses anything in the *Bulletin*, inasmuch as the vote of censure on that officer, which was incorporated in the report of the Connecticut division forwarded to the *Bulletin*, was stricken out. — *Union.*

THE Pope Manufacturing Company are at work on the design of a tricycle on the lines of the Cripper.

A LADY friend sends me a new idea for a tricycle costume. It is a new pattern just on the market and especially designed for hill climbing. The skirt is a double-driver with V hems, and differential plaits. Seams are tangential, and warranted not to buckle. Drapery pinned back with a Rudge pedal pen, and securely fastened by a Morgan chain. The basque is geared down to 48¼ inches, and has a cone-bearing box plait on the backbone, a detachable collar of black velvet, fitted closely and keyed in. Ball bearing hat trimmed with ribbon steering. — *St. Louis Spectator.*

W. W. BERRY, captain of the Pittston, Pa., Bicycle Club, writes: "I received my 58-inch Rudge light roadster last Thursday. It is the finest machine I ever saw. It runs so easy I don't know I am pedaling half the time."

CONVERSATION between two children: "I've got a silver dollar." "I've got two." "You have n't got a baby in your house"? "Yes, we have; we've got twins." "Well, you have n't got a crazy grandfather, I have." — *Prairie Farmer.*

MR. R. P. GORMULLY, of Gormully & Jeffery, sailed for Europe, accompanied by his brother, the eminent Canadian barrister, on the Etruria last Saturday from New York. Hard work in consequence of the large business of the firm this gentleman is head of, caused Mr. Gormully to become pretty well worn out. He will be absent about two months, and, we hope, will return rejuvenated. Pope, Overman, Gormully, all the large American manufacturers, are now in Europe.

SAYS the *Sporting and Theatrical Journal* "Cyclists who desire to ascertain the meaning of the words 'gentleman amateur,' are referred to our report of the races at East Saginaw. A Star rider, knowing the advantage he held in a safety race, offered to withdraw, but was persuaded to compete by the other three competitors."

Recreation is prattling just as the defunct *Cyclist and Athlete* used to about the number of papers it prints. Why, dear old Barnes, no one cares if you use up tons of paper each week, and give away thousands of copies. The free circulation has been tried in London. A paper was started with a guaranteed circulation of we do not know how many hundreds of thousands of copies, distributed free. The income was to come from advertisers. But it did not work; business men know the difference between a paper that is given away and one that is bought for what it contains. But keep on, brother Barnes, it pleases you and does no harm.

The Trade in England.

MY long silence is attributable to a spell of quietude which we have enjoyed lately, so few new machines and inventions having been brought out as to afford scanty material for my hitherto monthly chat. Business has been excellent all round, and the season, although commencing late from a meteorological point of view, is a very satisfactory one. Cripper pattern tricycles continue to be the rage, and their speed is attested by Add. Fletcher having ridden one of the Beeston Humber make two hundred and fifty-one miles on the road in twenty-four hours, good honest measurement not bogus cyclometer calculations; and on the path, a Marlboro Club rider has won the five-mile tricycle championship, beating Furnivall the Invincible at his own tactics in a miserable "waiting race."

Some little excitement is being occasioned in trade circles, as well as among amateur riders, by the extraordinary behavior of one of the largest advertising firms in the trade, who are advertising week after week that their tandem, ridden by Golder & Buckingham was first in the North Road Club fifty miles open road race. This statement can only be characterized as a deliberate untruth, inasmuch as the men named only rode forty-three miles out of the fifty, and were beaten handsomely by two other tandems, their time for forty-three miles being far and away slower per mile than the winners' time per mile for fifty miles. The *Cyclist* and *Bicycling News* are coming in for a deserved measure of censure, their respective editors having allowed Golder (who is a clerk in their printing office) to influence them in suppressing the truth. *Wheeling*, on the other hand, is making a bold stand for the justice of the case, and this week inserts Hillman's advertisement under protest, with the following editorial note on

the front page of the literary portion of the paper: —

A CORRECTION.

In pursuance of our determination to show as bold a front as in our power lies, against the system of incorrect advertising, which is now obtaining in some quarters, we must regretfully point out, not desiring to quarrel or interfere with our advertisers in any way, that the advertisement appearing elsewhere, in which it is stated that Messrs. Golder and Buckingham finished first in the fifty miles road race of the North Road Club, is, while correct in so far as it is also true, that a man who retires is frequently first into the dressing-room, yet is not in consonance with fact as regards the result of the race. This race was won by Charles Edgar Liles (Ripley Road Club), and Arthur J. Wilson (North Road Club) on a Beeston Humber tandem, and their claim for record has been admitted by the Records Committee of the N. C. U. Messrs. Golder and Buckingham rode forty-three miles only, and of course arrived home first, and there the matter should end as far as they or the machine they rode are concerned. We have let half a page of our space to the firm with whose advertisement we are dealing, and we cannot, perhaps, refuse to insert what they send us, but as long as we are editors of this paper, we shall protest in the pages under our command against such advertisements appearing, and the trade and public we already know will support us in so doing."

The miserable pretence of the Coventry papers is particularly noticeable in this connection, inasmuch as the *Cyclist* recently contained an editorial note censuring an advertiser in the BICYCLING WORLD for advertising the (*true*) result of a paper chase, this advertiser's only sin being in not mentioning that the great distance by which Furnivall was beaten was due to his having run off the trail at one point. Verily, this is a case of the *Cyclist* being anxious to pluck the mote out of its American brother's eye, whilst ignoring the beam that is in its own.

The Claviger is the name of a new series of bicycles, made in various patterns, such as Xtra, Rover, Facile, Humber Safety, and ordinary type as regards the proportions and positions of their wheels, but all having a peculia- lever motion instead of rotary action of the pedals.

An excellent luggage carrier for the handle bar is at last on the English market, Lamplugh & Bown having brought out a pair of appliances for attachment by nutted screw clip to the handle bars. Each piece consists of a metal strip some four inches long by one inch broad, slightly curved upward, and covered by a pad of india rubber. On the under side is a split lug, furnished with a nutted bolt, for clasping around the handle bar, and a rotating joint, controlled by a spring to keep it firm, allows the strip to make a quarter turn horizontally. Slots are cut in the ends of the metal strip, for the reception of a buckled strap. When no parcel is being carried, the strips lie flat along the handle-bar, their rubber-covered tops affording a comfortable rest for the bicyclists' legs when he is coasting a hill; but when luggage has to be carried the strips are turned at right angles to the handle-bar, and the parcel is securely fastened on them by means of the straps. I have used this carrier for some weeks on both bicycles and tricycles, carrying the three-fold tripod of my photographic camera with great facility, free from any tendency to rattle, as the rubber enables the parcel to be very rigidly strapped down.

H. G. Kelly has patented, and J. Butler is selling a padlock with a large double-hinged shank, designed to encircle the crank and fork of a bicycle, or the crank and bracket of a tricycle. This is somewhat like Merrill's idea, but in shape it resembles the common or stable door padlock of commerce, bar its extra long shank, and it is made of very rotten stuff, which breaks at the first attempt.

Two new machines have been turned out of the Premier works, the Premier Safety being a bicycle on the lines of the Rover with a stuffing box to steady the steering; and the Premier tandem being a double tricycle on Cunard lines, with large front wheel in a curved fork.

A successful tandem bicycle is in embryo, but I am not yet permitted to disclose details. FAED.

LONDON, 7 July, 1886.

RACING NEWS.

JOHN S. PRINCE has beaten a horse called "High Wind," in a five-mile race, at North Adams. Time, 16.37.

WINONA, MINN., claims the best track in the Northwest. It is four laps to the mile, and splendid surface. The local club have established a one-mile club championship to be run for every month. John R. Mansfield, a three-months novice, won the first race in 3.2 2-5. This live town will be heard from again.

AN exchange has Woodside in the employ of Forepaugh. We don't think Woody has taken to the sawdust ring yet.

THE road race held by the Toronto (Ontario Club, was a succession of headers and falls, not one man, escaped. F. Brimer managed to wobble in first, very much demoralized, and generally banged up.

F. W. BERRIDGE claims to have ridden twenty miles and thirty yards within the hour, at Lillie Bridge, London. He did it on a Rover Safety. Six responsible parties timed him.

HOWELL and Wood have been flooding the papers with challenges, taunts, counter challenges and recriminations, ever since the fiasco on the Aylestone Road track; but they don't seem to be able to come together.

THE Wheeling, W. Va., cyclist held their road race, last week. The thirty mile race was captured by W. Banker, in 2.52 1-2, the fifteen mile by Shoup, of Allegheny, in 1.29.

THE following records have been accepted by the N. C. U. of England: —

TRICYCLE. — PATH.

Quarter-Mile. — A. E. Langley, 44 3-5, at Crystal Palace, 29 May, 1886.

Two Miles. — P. T. Letchford, 5.58 3-5, at Cambridge, 17 June, 1886.

TRICYCLE. — ROAD.

Fifty Miles. — J. M. Inglis, 3.35.45, on Edinburgh and Broughton road, 28 July, 1885.

TANDEM TRICYCLE. — ROAD.

Fifty Miles. — A. J. Wilson and C. E. Liles, 3.16.58, on Great North road, 19 June, 1886.

PITTSFIELD presents the following tempting list of races for the tournament to take place 10, 11 September, L. A. W. rules will be used: First day, one-mile novice, three-mile Berkshire County championship, one-mile invitation, five-mile record, professional; one-half-open, two-mile invitation, three-mile Berkshire County wheelmen championship, five-mile handicap, open. Second day, one-half-mile invitation, three-mile professional, two-mile open, five-mile handicap, invitation; one mile three-minute class, open; one-mile professional, three-mile record, invitation; five-mile record, open; one-mile consolation. All entries should be made to W. S. Kells, secretary, on or before 4 September.

ERRATUM. — In last issue, page 293, we spoke of Gatehouse's two-mile tricycle record as 2.58 3-5, it should be 5.58 3-5.

ILLSTON did his half-mile in 1.17, at North Shields, lately, and F. Wood covered ten miles at same place in 29.45.

JUST six short miles was all A. A. McCurdy required to beat the distance made by Hollingsworth over a short course, in twenty-four hours. On completing the twenty-second round, 275 miles, McCurdy had twenty-two minutes to spare. McCurdy finished quite strong and well, and in fact, during the last part of the trial his speed came back to him, and he was riding in fine shape. The course will be carefully remeasured, as a slight variation will bring him up pretty close, if not past Hollingsworth's feat. As we have said, we don't believe in "records" made on such a short course. We hope the A. C. U. will take this matter up and establish a rule whereby a course of fifty miles at least will be insisted on in making twenty-four hour records.

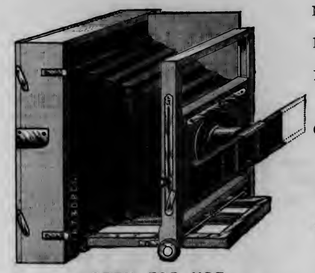
E. F. PERRY, of the Massachusetts Club, has had a desire to have a whack at the twenty and twenty-five mile road records. Accordingly, on the conclusion of the attempt of McCurdy to beat two hundred and eighty one miles in twenty-four hours. Mr. Perry was sent on his journey, and managed to do his twenty miles in 1-12.35, and his twenty-five miles in 1.32. When these claims are substantiated, Mr. Perry will hold the records for these distances on the road. The sooner we have a "Record Committee" the better it will be for aspiring record breakers.

THE New South Wheel Club, of Birmingham, Ala., was organized 7 July, with the following officers: L. D. Aylett, president; E. L. Rowley, secretary and treasurer; J. W. Lutz, captain. We have a fine quarter-mile cinder track, equal to any in the South, and the club has a bright future.

THE officers just elected for the ensuing six months, Berkshire County Wheelmen, are: President, E. H. Kennedy; vice-president, Jno. N. Robbins; executive committee, P. W. Jones, F. F. Read, Jr., and E. H. Kennedy; captain, C. C. Kennedy; first lieutenant, W. H. Sheridan; second lieutenant, H. J. Grant; secretary, W. S. Kells; treasurer, H. J. West. The club now numbers forty-one members. We are loyal to the League yet, and hope the existing difficulties will be settled before the date of our races.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

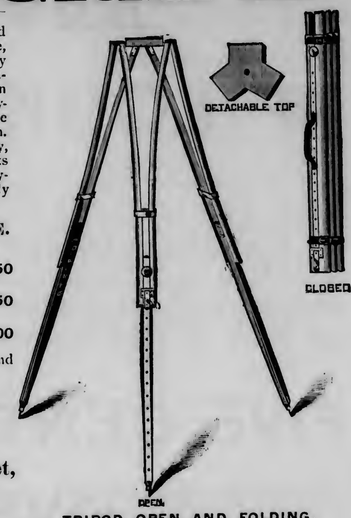
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



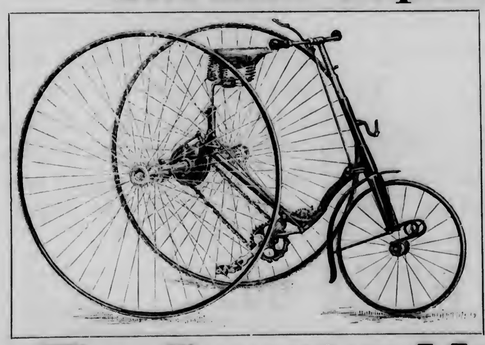
TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON.

ADVERTISERS!

LOOK • AT • THIS

Appreciating the fact that the number of second-hand machines is getting to be larger every year, and that men want to get rid of them and advertise the fact, we offer, till further notice, the following rates for advertisements in our For Sale or Exchange Column:

FIVE CENTS A LINE!

FIVE CENTS A LINE!!

Articles of every description, that are for sale or exchange, can be put in this column. For guidance we can state about seven to nine words nonpareil will take a line.

THE FACTS ARE, THAT

This is the cheapest rate ever offered. The advertisements are placed well up near reading matter. You had best give it a trial if you have anything for sale, — your OLD bike, your OLD trike, OR ANY NEW ARTICLE. The WORLD is rolling onward and is bound to go ahead. No better medium can be found for cycle advertising. The money MUST IN ALL CASES accompany the order.

BICYCLING WORLD CO.

179 Tremont St., Boston.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.
Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois. — L. W. Conkling, 108 Madison street, Chicago.
Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.
Maryland. — S. T. Clark, 2 Hanover street, Baltimore.
Missouri. — W. M. Brewster, 309 Olive street, St. Louis.
New York. — Dr. A. G. Coleman, Canandaigua.
New Hampshire. — W. V. Gilman, Nashua.
New Jersey. — L. H. Johnson, Orange.
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa. — S. B. Wright, Oskaloosa.
Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication each of the following applicants are considered provisionally elected: Gallonpe Morton, 180 Marlboro' street, Boston, Mass.; Chas. I. Giddings, 13 Federal street, Boston, Mass.; Chas. G. Moller, Jr., 299 Madison avenue, New York, N. Y.; Edw. P. Mowton, 244 E. 80th street, New York, N. Y.; Mrs. Fred G. Bourne, 451 W. 73d street, New York, N. Y.; S. B. Kingsbury, Xenia, Ohio.

FIXTURES

JULY.

25 SUNDAY. — Brockton Bi. Club to Natick.

31 SATURDAY. — Chicago Bi. Club race.

AUGUST.

TUESDAY. — Clerical Wheelmen's tour starts from New York City.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

17 MONDAY. — Annual meet and races of the Pennsylvania division as guests of the Williamsport (Pa.) Bi. Club.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

28 SATURDAY. — Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

FRIDAY. — New York Division meet and races, at Buffalo, N. Y. Two days.

6 MONDAY. — L. A. W. Tour from Rochester, to end at Harper's Ferry on 16 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

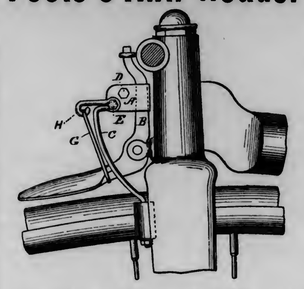
14 TUESDAY — Annual Tournament, Springfield Bi. Club, 4 days.

18 SATURDAY. — Pittsburg, Pa., races.

21 TUESDAY. — Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY. — Lynn Tournament, 3 days.

Foote's Anti-Header



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.
BOSTON.

The Wheel World.

THE ENGLISH MONTHLY.

Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories.

$1.75 per Year, including Postage.

HEALTH UPON WHEELS.

By W. GORDON STABLES, M. D.

CONTENTS. — What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables — Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap — Toilet Requisites. Calmatives — Nervousness — Sleeplessness. Mineral Waters. A Tourist's Filter.

By Mail, 50 cents.

CORTIS ON TRAINING.

By H. L. CORTIS, M. D.

The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word.*

INTERESTING AND FULL OF HINTS.

Bicyclists' Indispensable.

By HENRY STURMEY.

All issues of this work are now out of print. The ast was issued in 1882. A new volume was promised or 1885, and will be sure to come in 1886.

ALL THE ABOVE PUBLICATIONS CAN BE HAD
OF THE
BICYCLING WORLD CO.,
179 Tremont St.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.
L. A. W. HOTEL.
Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.
REGULAR DINNER, 50 CENTS.
Cycling Papers on file.
F. E. BALCH, Proprietor.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."
Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

A BICYCLE FREE. — The Vermont Bicycle free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. All like it. 10c. to Jan. '86; in club, 10 for 50c. to Jan. '86. 8 large pages. VT. BICYCLE, West Randolph, Vt.

FOR SALE OR EXCHANGE

[*Advertisements under this head, FIVE CENTS a line.*]

FOR SALE. — Big bargain. One 48-inch improved Star, costing $125, ridden but little, good as new; party prefers crank make, reason for selling. Will take $80 to sell quickly. L. GORDON, 1318 Union avenue, Kansas City, Mo.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

RUBBER TIRES. — Large lot just received, ninety-five cents per pound, regular price $2.00. Now is the time to get your wheel re-tired at half price. LOWE BICYCLE COMPANY, Fitchburg, Mass.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE. — One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE. — One 54-inch Expert Columbia, also one half nickel Standard Columbia. C. S. SCOTT, Cadiz, Ohio.

FOR SALE. — One 42-inch Special Safety Facile, in good condition, with extras; for sale cheap. Address A. C., Box 2, Reynolds, N. Y.

FOR SALE. — One 54-inch, '85 model, Royal Mail bicycle, full roadster, balls all round; A1 condition; $80 takes it. F. C. WESTON, Bangor, Me.

STAR BARGAIN! A 51-inch Star, good condition, dropped handle bars, rocking pedals, etc. painted; cash price, $35. FRED. C. HAND, Scranton, Pa.

FOR SALE. — One 52-inch Yale bicycle, nicely painted and in good condition; price, $65. Address FRED. C. HAND, Scranton, Pa.

GREAT BARGAINS in second hand wheels. Address FRED. C. HAND, Box 240, Scranton, Pa.

FOR SALE. — 40-inch Special Facile, $65; 42 inch Special Facile, $50; 52-inch Standard Columbia, $40; 51-inch British Challenge, ball pedals, $55; 52-inch American Rudge, $53; British Challenge, $55; Victor tricycle, 1884, $75; all in good condition, and thorough repair. A. J. KOLP, Scranton, Pa.

TO LET

AT LYNN CYCLE TRACK.

The building just completed at the main entrance of the track is now offered for rent, affording a fine opportunity for a Store, Café, and Boarding-house combined. Professional and amateur riders now waiting for house to open. Can be leased for a term of years if desired. Keys opposite. For further particulars, address

BOARDMAN & INGALLS - - Central Sq., Lynn.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

HAVE YOU EVER USED

THE ADHESIVE TIRE TAPE?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply, — Wind it lapping upon itself as shown in the above cut. *It needs* no tying, as it is adhesive. Every wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

Sold by

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH,)

ORATON HALL - - NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

LOW RATES,

Under "For Sale and Exchange."

Five Cents a Line.

Send in your advertisement to

BICYCLING WORLD CO.,

179 TREMONT ST., BOSTON.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Down.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD One Dollar A YEAR.

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.

Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON, MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very Low Figures.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 Court Square, Boston, Mass., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.

✳WHEELMEN'S REFERENCE BOOK,✳

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; A CLUB DIRECTORY; HINTS ON TOURING, THE CARE OF CYCLES, ETC.

49 ✳ ✳ Finely-Executed Lithograph Portraits ✳ ✳ 49

In three colors, of the following well-known wheelmen, will appear in the book:

F. F. IVES.	M. V. J. WEBBER.	W. F. KNAPP.	N. M. BECKWITH.	W. C. MARVIN.	A. H. OVERMAN.
W. A. RHODES.	P. FURNIVALL.	J. G. HITCHCOCK.	A. BASSETT.	THOS. STEVENS.	A. A. POPE.
L. D. MUNGER.	R. CRIPPS.	L. B. HAMILTON.	J. S. PRINCE.	B. B. AYERS.	W. S. ATWELL.
E. D. HUNTER.	R. CHAMBERS.	WM. A. ROWE.	FRED WOOD.	W. W. STALL.	A. G. SPALDING.
W. H. HUNTLEY.	E. F. LANDY.	L. A. MILLER.	R. HOWELL.	C. A. HAZLETT.	H. B. SMITH.
F. P. KENDALL.	F. R. COOK.	GEO. E. WEBER.	W. M. WOODSIDE.	H. J. HIGH.	H. W. GASKELL.
C. H. POTTER.	G. M. HENDEE.	WM. E. CRIST.	R. A. NEILSON.	C. E. KLUGE.	S. T. CLARK.
C. E. PRATT.	N. H. VANSICKLEN.	H. D. COREY.	R. H. ENGLISH.	A. B. RICH.	W. B. EVERETT.
			E. P. BURNHAM.		

PRICE, 50 CENTS, POST-PAID. BOUND IN MUSLIN, $1.00.

DUCKER & GOODMAN, Box 852, Hartford, Conn.

For Sale, A Bargain

A BRAND NEW 52 INCH

RAPID BICYCLE.

NEVER RIDDEN.

Owner left for Europe unexpectedly, to stay the summer. No better machine made. Address

RAPID,

BICYCLING WORLD OFFICE,

179 Tremont Street, Boston.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

THE OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE,

Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.



RUDGE RACERS. ATTENTION, RACING MEN.

1 53	Rudge Racer	used twice		$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements Apply early.



POCKET DRINKING CUP.

Folds together, and goes in a handsome nickel case, size of watch.

Price, 40 cents each, or 3 for $1.00, post-paid.

The Greghill Mfg. Co.

Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS on COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

½-MILE (World's Record) 1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition), 2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record) 11.05
5 MILES (World's Record) 13.57 2-5
6 MILES (World's Record) 16.47
7 MILES (World's Record) 19.38
8 MILES (World's Record) 22.24 2-5
9 MILES (World's Record) 25.18
10 MILES (World's Record) 28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . . GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE . . . . . JOHN S. PRINCE.
AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE OPEN RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . W. F. KNAPP.
20-MILE COLUMBIA CUP RACE. . . . . A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . . E. A. DEBLOIS.
5-MILE LAP RACE . . . . . GEO. M. HENDEE.
½-MILE BOYS' RACE. . . . . F. A. CLARK.
3-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE HANDICAP RACE . . . . . E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE . . . . . S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . . . W. A. ROWE.
2-MILE LAP RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . F. S. HITCHCOCK.
1-MILE PROFESSIONAL TRICYCLE RACE . . . . T. W. ECK.
WORLD'S RECORD. Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . . . E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY). . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*. (ON THE WAY.)

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

CARTOON NUMBER.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 30 JULY, 1886. | Volume XIII. Number 13.

"THE EASIEST-RUNNING BICYCLE."

WE HEAR IT ON ALL SIDES.

We know WHY it runs easily. You will know the FACT if you try it.

SPRINGFIELD 20-MILE ROAD RACE.

FIRST FIVE MEN IN RODE

VICTORS

Mr. ELDRED won the race in ONE HOUR NINETEEN MINUTES AND FIFTY SECONDS.

OVERMAN WHEEL CO.

182 COLUMBUS AVENUE, BOSTON.

CATALOG FREE.

True tangent spokes, crossing seven times.

Hancock's best black rubber endless moulded round tires.

Every spoke tested to 1,200 pounds tensile strain.

Never had a buckled wheel or broken spoke.

Enamel and nickel finish, — best quality.

Warwick hollow rims, improved section.

Rudge pattern ball bearings; Bown's ball pedals with square rubbers.

All steel and absolutely interchangeable.

Proven to be the best hill climber and fastest coaster.

Inventors' Exhibition, London, awarded it the gold medal.

Detachable, hollow, one-piece, cow-horn handle-bar.

IF YOU WANT "THE BEST WHEEL EVER BUILT" (vide Bicycling News) SEND FOR CATALOG.

ENERGETIC AGENTS
WANTED.
MENTION THIS PAPER.

SAM'L T. CLARK & CO.

Baltimore, Md.

SINGER'S CYCLES.

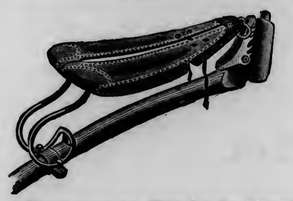
A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

COREY HILL 3 TIMES.

100-MILE ROAD RACE TWICE.

50-MILE RACE, Etc., Etc.

THE STAR

Is the Practical Road Wheel for all kinds of Riding, and we Challenge the World to show its equal.

SOLE MAKERS,

THE H. B. SMITH MACHINE CO.

SMITHVILLE, NEW JERSEY.

Sole Agent for Eastern Massachusetts,

W. W. STALL,

509 TREMONT STREET - - - BOSTON.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance	$1.00
Six months "	.75
Three months "	.50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 68 Wabash Ave., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 30 JULY, 1886.

Our Cartoon.

MR. C. W. REED, our artist, has made quite a happy hit in the cartoon we present to our readers this week. The motherly chairman of the Racing Board has for the nonce left the poor innocent amateur, and is out gallivanting the streets. What will become of the unprotected racing men we do not know. Although so staid, this good dame is not averse to a little lark. See how coquettishly she is yielding to seductive smiles of gay Lothario Ducker, as he flirts the A. C. U. insignia. This flirting and coquetting are only the preliminary passes of all affairs of this kind, but pretty soon he will call her "Daisie" and she will call him Henry, and then they will go and eat oyster stews out of one bowl, or indulge in one ice cream and two spoons; and Henry will gallantly pay the score. There is no fear that they will lose their hearts. Bless you, no; but they will make a match of convenience. Leaving the jocular, we sincerely hope this matter will be settled out of due regard to the interests of the trade, and race promoting clubs, as well as to those of the ninety-and-nine who do not care a jot whether a man is supported by his father or his uncle by adoption, so long as he races well and squarely.

THE new racing rules of the A. C. U. are worthy of careful perusal.

WE are glad to notice this organization takes hold of the road racing matters with a vigorous hand.

THE New York Division is solid for the L. A. W. Racing Board and Dr. Beckwith, as will be seen by our report of the meeting.

IF the Springfield *Union* is correct in saying there is a movement on foot to expel Ducker from the League, the fool is rampant. But we don't believe any such thing.

WE are not surprised to see Mr. Bassett is inclined to recognize the A. C. U. He naturally will be glad to shift from his shoulders much responsibility.

PLYMOUTH County labor union men have instituted an apparently successful boycott against convict labor. The county commissioners are in a quandary, as the law requires the employment of the prisoners. They want to know what to do. Put the convicts at work on the roads. There is plenty for them to do, and no chance for a boycott.

SO the Land's End to John o' Groats record has again gone down this time before G. P. Mills, of Liverpool. Mr. Mills covered the distance in five days, one hour and forty-five minutes, beating Lennox's record no less than one day, six hours and forty minutes. This gives an average of one hundred and sixty-six miles a day, which is little short of the wonderful.

MR. DUCKER is a stickler for form. It seems he refuses to give up to Mr. Hayes the effects of his office of chief consul. The only reasons for his refusal are contained in a letter to Mr. Hayes, in which he says, "President Beckwith should send me official notice of my deposal, also a notice of your appointment, and a request to deliver over all properties to you as my successor." The first two things have been done, and the "properties" have been demanded by Mr. Hayes. We think Mr. Ducker errs in refusing to recognize Mr. Hayes' request. As much as we may not feel in sympathy with Dr. Beckwith for the summary way of removing Mr. Ducker without consulting with the Massachusetts representatives, we cannot believe it wise in Mr. Ducker to pursue the course he has.

AN opinion from Mr. Schriver will always carry weight; but we cannot fall in with the apparent feeling of alarm at what he looks on as repressive legislation. The use of lamp and bell we personally have held to be a precautionary custom we owe the public. We admit that we have not always practised the way our convictions have prompted; but, nevertheless, we have always felt that we ought to use both these attachments properly.

WE know several of the *Bicycling News* men, and they are a pretty good lot, but are all wrong in scoffing at the way records are being fractured over here. We do not continually doubt the English records though we ought to do so if we adopted the same process of reasoning as the *B. N.*

A WRITER in the last C. T. C. *Gazette* decries with vigor the hybrid productions of many makers. He would have us stick to the ordinary bicycle and the standard front-steering tricycle. And yet many good men and true find much of value in some of the inventions he would taboo. We are in an experimental state in many things, and it will only be a survival of the fittest in the long run.

Look!! THE WORLD, for one year, and a copy of the WHEELMAN'S REFERENCE BOOK, for $1.25. Send in your order.

Foreign Flashes.

FURNIVALL does not like to give up. We hear that rest has made him almost as good as new, He will attempt to run in all the events this autumn, as originally intended.

Bicycling News gives Chairman Bassett hearty support and sympathy in his Crusade *v.* the Maker's Amateur, and says he has all right-minded Englishmen with him.

IT seems, from the account written by himself of Mr. Mills's ride from Land's End to John o'Groats, that the last part of the route was ridden in the teeth of half a gale of wind, and a very cold gale at that. Mr. Mills will now make the attempt to lower the record for this distance on a tricycle.

Bicycling News has its usual spasm over the news of the breaking of records in America. This paper further states its belief that the Englishmen who came over last year and captured the prizes will not "adorn the class which declines to be called professional, but which is openly supported by makers, and gets its living by racing on the path."

IN telling a story of how a certain tricycle was once the property of H. R. H. the Prince of Wales, the *Tricycling Journal* says: "We give the above very pleasing yarn for what it is worth. Personally, we have our doubts whether the machine in question was *used* by the Prince of Wales, though we do not deny his possession of it. It would be interesting to know how His Royal Highness parted with the machine, which of course, after he had used it, was second hand. We do not remember receiving any advertisement from him offering it for sale. We should have liked to have purchased that machine; that is, if the sale was conducted on orthodox lines. The delirious delight of heckling with the first gentleman in England as to whether he would throw in a spanner and oil can with the tri., would have been something to boast of."

Wheeling thus speaks of the future of our two national organizations: "The American public, like the British, who fail to comprehend the niceties of amateurism, will support good racing and avoid the meetings where the pure amateur "crock" does disport himself. Thus in time we shall see, an we be not mistaken, the functions of the League becoming more akin to those of the C. T. C., while A. C. U. rules generally prevail in American racing." We think this paper is nearer the truth than is that eminently respectable contemporary the *Bi. News*.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

Manhattan Meanderings.

CANNOT somebody induce the "white bird of peace" to settle on the unfortunate League? Does anybody know where a supply of Balm of Gilead can be purchased in quantities? Firstly, we were saying poor Bassett, when the bestarched and ironed chairman was the under man in a howling mass of wrangling press men, League men, and others. The we turn the hose of sympathy on poor Aaron, because his health fails. Again do we open our hearts to poor Ducker when the floor of the Mechanics' Building was metaphorically wiped up with him. And now lastly, and not leastly, we are sympathizing with President Beckwith, who is now in difficulties with the irrepressible, bellicose, Springfieldian. I have heard that Ducker is rampant over Doctor Beckwith's circular to the wheelmen of Massachusetts warning them not to attend Ducker's indignation meeting of 17 July. He denies he ever called a meet; asks for, or at least expects, an apology, and appeals to the Board of Officers. The papers undoubtedly announced a meet, and were not contradicted; and furthermore, Dr. Beckwith has a letter in which the Springfield chief says: "I have called a meeting for 17 July," etc. I think this is what they call *prima facie* evidence. At any rate, the Board of Officers have called a meet for to-night to uphold Dr. Beckwith. I have no doubt but that the Board will sustain the President, but the latter is evidently worried over a fracas with so formidable an opponent.

ALL the world, by which I mean the wheel world, seem to have gone vacation-mad. Everybody is away, and the club rooms are almost deserted. The "Cits." held a half-hearted, badly attended meeting last Monday night. A tricycle division was formed under the lieutenantcy of George M. Huss, and T. C. Smith, familiarly "Tommy," was elected captain in place of Simon Ford resigned. The reappearance of Mr. Fred G. Bourne, recently returned from his health jaunt on the continent, created quite a pleasurable ripple.

WE have had three notabilities in town last week, viz.: Fred T. Sholes, local racing man and League high muck-a-muck of Cleveland, Ohio; H. E. Ducker, the Springfield chieftain; and A. Kennedy Childe, a prominent man in the English wheel world, though he is a native born American, his parents living at Hartford, Conn. Mr. Childe is known by this endearment, "The Cheeld." He has a passion for public speaking, and invariably opens with "I rise with mingled feelings."

THE prosperity of our State Division, financial and otherwise, has been the ject of many laudatory remarks. Our efficient secretary-treasurer has justly been commended for his endeavors to build up the division; but we are to be deprived of his services after September, as he will positively decline re-election. You see there is little love lost between Brooklyn and New York. The representatives of the town at the off end of the Bridge think the New Yorkers hang too closely together, forming what they call a clique. Again, the Brooklynites are more concerned in the pursuit of their bread and butter than are the New Yorkers, and are therefore not men of leisure. At the annual meet of the Board, recently held at the Grand Union, the last motion of the evening was one by Secretary Aaron opening up discussion on what percentage of the receipts should go into the division treasury. Mr. John C. Gulick, one of the executive committee of the League, immediately shut off all discussion by moving an adjournment. It was not an entirely graceful or grateful action by any means, and the secretary, who is a sensitive fellow, felt keenly over his set-back. It is rumored that Gulick is a coming man; that his friends are pushing him; visions of the League presidency, 1887, etc. But Jack will have to be more politic and less brusque should he win the guerdon.

AN old cycling man-o'-war rightly named, for many have felt its shot, was launched here to-day (Monday). Its name is Fred Jenkins, and it slid down the greased sides of journalistic prosperity, out into the broad sea of the bicycle business. The little back office on Park Run will know Fred no longer. He has hired a basement 20x20 feet, in the building, 322 W. 59th street, where he will run a cycling agency; let out machines; repair, and let locker room to unattached men. He has a line of first class machines and cycle sundries; his situation is favorable, being fifty yards from the "L" station and on the line of the "Belt R. R." the only line of horse cars in the city carrying wheels. He is near the park, and right in the cycling zone, the Ixion House being just across the way, and the Cit's place but a block distant. Every one will doubtless wish the "Vet." or the "Pioneer," whichever you will, success in his new venture.

IT is customary to hold a concert in the Park on Saturday afternoons, which some 10,000 people generally attend. They line the West drive, and many admiring glances follow the flying forms on wheels. Last Saturday afternoon a fat vulgarish boy of about eighteen years old, with prosperous looking calves, clad in unsightly red stockings, rode up and down the road at snail pace, close to the curb, bestowing contemptuous glances at the spectators. He evidently thought himself a well-fed God-on-wheels, but if he had but heard the comments on himself, after he had made his thirty-fifth lap, he might have hied away. This is a very little thing, but there is a moral in it for cads. TITNAM.

WE have a few CORTIS ON TRAINING left. Price 50 cents.



COQUETTING!

Chicago.

THE principal topic of conversation this week, is the manner in which the Chicago and Northwestern Railroad have been treating the boys, and the general opinion seems to be that the road ought to be quietly boycotted by all wheelmen, as well as their friends who can be influenced to ticket by other routes. The Wisconsin Central begins 26 July, to run trains to all the points in the Waukesha region, so that we are not at all dependent upon the Chicago and Northwestern, and there is no personal discomfort to be considered if we organize a general crusade. It seems to have been the policy of the Touring Department to get as much as they could quietly from the railroads, and not mention anything about decided opposition, fearing it might have its influence on other roads. But now that we have every road in the West excepting this one, I think it is time that we took hold of the matter in earnest, and called upon the press to give us all the assistance in their power.

THE tour to Waukesha was a great success, and all the participants speak in the highest terms of the Western Division T. D. The next tour will be to Lake Geneva, the second Saturday in August, and about twenty have already signified their intention of going. These tours are very enjoyable, and it seems a pity to us that the other divisions do not do more in this line.

JACK PRINCE and Tom Eck are here, the latter having his arm in a sling, but looking like the "only Eck" in other respects. They came on to do some work at Cheltenham, but being disappointed there they will probably race at the Ball Park next Monday, at the benefit to be given the other disappointed Cheltenham athletes. They will go South next week in search of horsemen who think they can beat the bicycle. Prince is in fine shape, and expects to give the English flyers some interesting competition at Springfield and Hartford.

THE entries for the Chicago Club races, on the 31st are numerous enough to insure interesting events. Tickets are sold by the members of the club, who seem to be disposing of a good many. The prizes are contributed by the manufacturers and dealers, and while not expensive will be worth running for.

THE *Pastime Graphic*, Tod Cowles's paper, died with its first issue, the Cheltenham people who were to furnish the capital declining to come to the front. Mr. Cowles and Mr. Durkee are in the market for paying situations.

PHILO.

$1.25 for the WORLD one year, and a Reference Book. The best bargain ever offered. Send at once to WORLD office, 179 Tremont street, Boston, Mass.

We are Told.

THAT the professional races at Springfield will be all handicaps.

* * *

THAT McGarrett of the Springfield Club has got the quarter-mile on Buffalo-home trainer, down to 21⅝.

* * *

THAT Rowe is devotedly attentive to one of Lynn's "fair daughters."

* * *

THAT most of the Lynn racing men are down Cape Cod way with A. L. Atkins.

* * *

THAT the Western Touring Board is after the C. and N. W. R. R. because of that road's shabby behavior lately.

* * *

THAT L. D. Munger will retire from the Racing Path for the balance of the year at least.

* * *

THAT Mr. Bassett has no intention of retiring from his position on the R. B. And why should he?

* * *

THAT Charley Howard doesn't want to father the Hub letters that now appear in the *Wheel*.

* * *

THAT "Chief Consul" Hayes hopes that "Chief Consul" Ducker will give up the effects of the office without a row.

* * *

THAT "Chief Consul" Ducker says he will be hanged if he does.

* * *

THAT Elmer G. Whitney as Massachusetts Representative is the right man in the right place.

* * *

THAT the Victor promateurs will do all they can to down the Columbia promateurs this fall.

* * *

THAT twenty-four hour records made over twelve mile courses have received a quietus at the hands of the A. C. U.

* * *

THAT A. A. McCurdy still feels confident that three hundred miles in twenty-four hours is within his capacity.

* * *

THAT Wm. B. Page, of Philadelphia, is going to cover 2,000 miles in his usual annual tour this year.

* * *

THAT Lynn is determined to have a track on which it will be possible to lower the Springfield records.

* * *

THAT Secretary Aaron will not resign so long as his duty appears to be "to stick."

* * *

THAT Ireland will be represented at the coming fall tournaments.

THAT the Massachusetts Club do not know whether they will oin the A. C. U. or not.

* * *

THAT Burnham is rusticating 'mid the granite hills of New Hampshire.

* * *

THAT Springfield insists on being looked on as the "Cycling Hub" of all creation.

* * *

THAT the *American Wheelman* comes out squarely in favor of the A. C. U.

* * *

BY the eminently respectable *Bicycling News*, that its respect for the American racing man grows less and less!

* * *

BY the same authority, that when racing with men, Hendee shows up as only a fair second-class man.

* * *

THAT "invitation races" will not be sanctioned by the L. A. W. hereafter.

* * *

THAT the old adage about the man hunting the tiger might be quoted as a hint to Mr. Renton.

* * *

THAT the idea of a joint club house for Chicago clubs is proposed.

* * *

THAT Chicago girls are only charged half price admission to race meetings. An excellent idea and worthy of emulation.

* * *

THAT C. D. Vesey the well-known English amateur is in Canada visiting his brother.

* * *

THAT St. Louis riders of the trike are enjoying tours a-wheel. Several of the fair sex are among the number.

* * *

THAT Chas. E. Lord, of the Boston Club, was married in Washington on the 22nd. Here's congratulations to the happy couple.

* * *

THAT Mr. Saben, of Stoddard Lovering & Co., is to follow the lead of Mr. Lord and become a Benedict very soon.

* * *

THAT sympathy for President Beckwith in this Renton scrape, is pretty general.

* * *

THAT Woodside thinks he can cover twenty-one miles within the hour on the Springfield track.

* * *

THAT some St. Louis men are too modest to wear sma' clothes.

* * *

THAT Schock is out with another challenge to John S. Prince.

THAT the Lynn Club returns, thanks to the Waltham Club for kindnesses shown McCurdy during his late attempt to cut the twenty-four hour record.

* * *

THAT Whittaker is coming East pretty fit for the fall tournament.

* * *

THAT a great many riders decry the use of skin-tight Jerseys for road use.

* * *

THAT racing is gaining very rapidly in popular favor with the Hollanders.

* * *

THAT H. A. SPEECHLY has won the ten-mile Chelsea Club Championship Race four times consecutively.

* * *

THAT MR. B. Taylor has taken the place of Mr. Whittaker with the Simmons Hardware Company, St. Louis.

* * *

THAT the man who finds a good road in the vicinity of St. Louis is idolized as a discoverer.

* * *

THAT the St. Louis Ramblers are beginning to show the old-time energy and life.

* * *

THAT Percy Stone has been down South, and scooped lots of "firsts."

* * *

BY the *Wheelmen's Gazette* that the Union's reported treaty between the L. A. W. and A. C. U. was decidedly premature.

* * *

BY the same authority, that the day is near at hand when a satisfactory arrangement will be arrived at.

New York State L. A. W. Division.

A MEETING of the board of officers of the State Division met at the Grand Union Hotel on Monday, to take action on several amendments to the constitution, which are shortly to be voted upon by the national board, and to express their views on Mr. Ducker's appeal from Dr. Beckwith's action. The first vote was taken on the question: Resolved, that all mention of racing matters be stricken from the L. A. W. constitution. This was negatived unanimously. The second question was on the reinstatement of all the men who had been suspended, and the striking out of Rule H. This was also voted down by a unanimous vote. The third vote was taken on Mr. Ducker's appeal. It was again unanimously voted to sustain Dr. Beckwith's action, and resolutions were drawn up to that effect. The opinion voiced at this meeting virtually settles the position of the New York State Division on the question of the League abandoning racing to the A. C. U. But this is the stronghold of pure amateurism, and other divisions may take a different view of the matter.

Old Country Talk.

ON Saturday, 3 July, at the Crystal Palace, H. A. Speechly, in his heat of the Lewisham, B. C.'s open handicap, rode a mile in 2.34⅘. This upset Webber's outstanding British record made on the same track by nearly five seconds, but, as there was no official timekeeper present, some doubt is expressed as to the likelihood of the Records Committee accepting the time as record. Six watches agreed, however, one being held by a well-known swimming timer on the staff of the *Sportsman*. From a wire published in *Wheeling* and received from the WORLD it appears that Speechly's record only stood for the world until the following Monday when Hendee broke it up. Whereat, over here, we are somewhat distressed.

LET me hasten to apologize for a mistake which is your printer's and not mine. In your issue of 2 July, I am made to say various unpleasant things about the "London Tricycling Club" women. The capitals make it appear as if I were singling out the feminine members of the L. T. C. (none of whom I have to my knowledge seen) for particular obloquy, which I had no intention of doing. The reference was to tricycle club women in the metropolis generally.

FURNIVALL has been soundly beaten, and that by a new aspirant to championship honors, F. W. Allard, of Birmingham, to wit. The event was the five-mile tricycle championship at Glasgow, and Furnivall was still very weak and ill from the effects of his fall at Jarrow. The pace was made shamefully slow, Gatehouse on the strength of a wonderful lap, his trainer had timed him to do, contenting himself with the waiting race which the others indulged in. When it came to racing, Allard went away like a flash, and the other two toiled hopelessly behind, Gatehouse's last lap turning out a mistake. The time was 20.42⅘.

GEORGE P. MILLS, of the Anfield Bicycle Club (Liverpool) has just ridden from Land's End to John o'Groats, in the marvellous time of 5 days 1 hour 45 minutes, upsetting the recently-made Lennox record by no less than 1 day 6 hours 45 minutes. Mills, who is a youth of about twenty, is the holder of the twenty-four hours bicycle road record, and in doing this ride, eschewed sleep except in homœopathic doses. He was coached along the route by various Anfield men, and though terribly fagged at times kept going bravely. His average per diem pans out at about 166 miles, which should ensure a man of his age an early grave if persisted in much longer.

WE have just heard that the *L. A. W.* hands over the control of racing to the A. C. U., and we have also heard that Mr. Bassett denies that the L. A. W. does anything of the kind. It is very evident, however, that things are tending towards such a consummation, and the attitude of the National Cyclists Union towards an American association which recognizes a "promateur" class will be interesting to note. Our makers' amateurs are gayly flaunting their advantages in the face of all men, but then, its "English, you know" to pretend that what is unpleasant does not really exist, and as the Union has given up all hope of suspending any one, owing to the impossibility of obtaining proof, and defying the law of libel withal, we shall no doubt hold up the pious hands of horror at the American programme.

A NEW scratch man on the bicycle has appeared in the person of F. I. Osmond, of the Norwood Safety C. C., known to the racing world as "Hillier's Novice," Mr. Hillier having coached and trained him carefully ere he made his *debut* at the Brixton meeting, where he swept all before him. He is a powerful youngster and did 2.38⅘ at the Crystal Palace a few days ago. As he seems to improve with each race, you may hear ere long of his name associated with record.

WITH the coming August bank holiday, wheelmen commence to talk of camps and camping, and our allegiance this year is divided between Harrogate in the north which "London W" will well remember, and Guildford in the south. The more solid division will probably go north, the men who love to talk C. T. C. talk, and all the men of light and leading who march more or less pompously in the van of our cycling civilization, while the Guildford camp is likely to be visited by the rather lively division who swear by the Ripley Road Club.

ADVERTISERS and their winning ways are exciting some attention among us at present, one of the wheel papers standing out against a rather enterprising advertisement of a well-known firm, and I am told, losing the support of the firm in return. It seems a pity that makers with really good manufactures, as are those of the firm in question, should care to insert dubious advertisements. It cannot pay them in the long run.

WE are on the eve of the twenty-five-miles tricycle championship, which is exciting very great interest, owing to the fact that McCredy, the Irish champion will throw down the gauntlet to Gatehouse (holder) H. J. Webb (the ex-suspend) A. E. Langley, and a good field. I think, myself, the Patlander will win He tells me to day, ere I post this, that he means making pace from start to finish. If he doesn't and allows Langley to live with him to the last lap, the latter will win, his spurt being wonderful.

THE BARD.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

He Protests.

Editor Bicycling World: — *Dear Sir*, — Grown-up wheelmen have for so long been accustomed to look to the WORLD as an exponent of the common sense side of cycling, that I hardly know whether it was with greater surprise that I read the Orange Wanderers' endorsement of the bell and whistle ordinance or your own approval of the same medieval edict in reply to Karl Kron's protest. Karl may have his eccentricities in the way of advertising prospective road-books; but on subjects in general he is a tolerably safe man to follow, and I only hope that his letter to the *Bulletin* will escape part of the usual delay in publication. In the meantime I would like to lift my own voice through your unofficial but somewhat prompter columns to express a hearty condemnation of the stupidity of Orange town authorities, and a grave regret that a club, for whom I have had so high regard as the Orange Wanderers, should have seen fit to accept the new ordinance, not only without protest, but with approval. If the Wanderers were the sort of club that delights in parades, bugles, pretty uniforms, color-bearers and all the other gewgaws that go so far to make cycling ridiculous, one could easily believe that they were pleased to think that they should on all occasions announce to the world, by means of a whistle or a bell, that they were riding wheels and everybody must look; but that has never been their character in the past, and even if they had changed so radically now, they would still have no right to inflict on visitors the toys which they may find amusing themselves, or at least, bearable.

With the Wanderers this is, of course, a local question, and they may think that a requirement to carry and *sound* bells or whistles is so little a hardship that they don't want to bother with fighting it; but their roads are public highways, open to wheelmen from any part of the world, and there is a constitutional question involved. After all the money and labor spent to establish the status of the bicycle as a vehicle, it is disheartening to find wheelmen themselves admitting a distinction between these and other carriages.

The common law and, doubtless, the State law of New Jersey do not prescribe that vehicles shall use any particular method to give warning to those whom they may meet on the road, but require simply from all that they shall "use due dilligence" at their own peril in case of accident. Further than this no local authority has a legal right to go, and even if — which is doubtful — the Jersey Legislature could traverse the common law and interfere with the privileges of citizens of other States in the Union by stipulating that when they use a certain kind of carriage they must have an attachment to it which need not be placed on other carriages, the petty municipal boards have no shadow of right to usurp the possible functions of the State, and institute distinctive restrictions. Even the carrying of a lantern at night cannot be imposed unless the same rule is enforced for other vehicles.

But leaving the broad ground of the law, and looking at the matter from the meaner standpoint of expediency, it would be absurd for us to weakly acquiesce here and encourage other infringements of our rights. A bell, all except novices will agree, is a nuisance; a whistle is very little trouble to carry; but either is generally useless, and at no time necessary. In six years' constant riding I have never had a bell on my wheel and have never needed one; and though for several years I have carried a whistle, I hardly ever use it except to signal to my companions if at a distance. I have never had a collision with hoseman, pedestrian, or carriage, and have never frightened a horse beyond control. This is the experience of thousands, and why should we give in to an illegal rule (even if we go to Jersey in full knowledge of its existence) when every experienced wheelman knows that reasonable control of one's machine and a sensible use of one's natural powers of articulate speech will do ten times the good in necessary warnings of one's approach, and be less irritating to those whom we meet or pass than a blatant gong or one of Stall's screamers. — Yours truly,

EDWARD J SCHRIVER.

Defends Burnham.

Editor Bicycling World: — E. P. Burnham, the so-called promateur or professional, should, in my opinion, be taken back into the amateur ranks just as much as Fred Russ Cook. He has undoubtedly received his expenses from makers, and has probably had machines given him to ride, but it should be borne in mind that during the greater part of the year he was earning his living at his trade. Does any one believe that he did not race because he liked it, or that motives of gain alone actuated him to go on the path? I am reliably informed that the reasons Mr. Burnham accepted pay was because he could not afford to leave his work and attend race meetings solely for the trinkets he might win. He does not make his living out of racing and as soon as the season is over returns to his work. The amateur rule was not intended to reach such men, and I for one rise to protest against the unjust discrimination which reinstates Fred Russ Cook and keeps men like Burnham from enjoying the pleasures of amateur racing.

NEWTON.

Bar vs. Side Steering.

Editor Bicycling World: — Your correspondent, Anti-Fashion, desires enlightenment on the advantages of the popular bar steering for tricycles. One of the reasons which probably led to the sudden popularity of the handle-bar was the general ignorance displayed by the makers of tricycles with the side handles, and the general unsatisfactoriness of the rack and pinion. The handles were placed too far back to give a comfortable and secure seat on levels and down grades. Up hill they were undoubtedly as good if not better than handle-bars, as they afforded a more direct pull. The racks and pinions of most machines were very poorly constructed easily wearing and about almost always rattling. The rack and pinion should be carefully cut out of good steel, and carefully fitted. The bearing of the rack should be a long tube like those used on the Club and Invincible tricycles. The handle-bar method is undoubtedly a little lighter form of construction which is another reason for their use. There is no doubt but that the rack and pinion affords the steadiest steering. This is proved by its adoption on the Quadrant racers in conjunction with a fixed handle-bar. I prefer the forward position of the handle-bar as it affords a great rest and relieves the legs of much of the weight besides making the saddle easier. The body is better supported, but no more so than if the spade handles were placed farther forward.

JAMESON.

Things We Should Like to Know.

IF England will accept Speechly's record, as it was not timed by Pem Coleman?

WHO started the report that Ducker had called a meeting of the Massachusetts Division?

IF the Orange Wanderers intended that act to read as it does?

IF they will not do as is done in England, carry a small tinkling stop-bell?

HOW our cartoon strikes you?

IF President Beckwith will depose Chief Consul Rogers of St. Louis for serving on the A. C. U. executive?

IF Ducker really means to keep the effects of his office?

WHAT Hayes is going to do about it?

IF he will be compelled to resort to the law to get them?

IF most men are not changing their views on the amateur question since its absurdities were developed?

WHAT the League ever did to prevent pool selling?

WHY Charlie Howard don't write for the *Wheel* any more?

WHERE he got the impression that the Boston Club had not joined the A. C. U.?

IF many Englishmen will come to America this year?

IF there won't be some fun when the Massachusetts officers meet?

IF the mile record won't come down to 2.30 before the snow flies?

CURRENTE CALAMO

"FLIRTING."

WILL they make a match?

OUR artist has given them a look that way.

BY-THE-BY you don't often see a better portrait of the worthy chairman than this one we give.

WE hope our little joke will be appreciated by the principals in this cartoon as heartily as by the readers of the WORLD.

NOTWITHSTANDING Mr. Aaron's caution not to be too sanguine of a quick settlement in this matter, we do hope and believe an honorable settlement will be arrived at soon.

WE understand that Chairman Bassett has an inventive streak, and is about to produce a pair of trousers that can be used either on the wheel or for street wear, and will be appropriate for either use.

WHEELMEN on the Pacific slope are rejoicing over the arrival of the first home trainer ever seen in that section. An attempt for record will be made by Cook and others of the California fliers.

THE Louisville *Commercial* has a long leader on the advantages of the cycle and the utility of the knee breeches as part of an everyday costume. It speaks with pleasure on the evident increasing popularity of the tricycle with ladies, and urges the fair sex to pay still more attention to the use of the three wheels.

THE *American Wheelman* will make its appearance in new form hereafter. The fact that "Jack" Rogers will distribute ink for this journal is sufficient evidence that the *A. W.* will be a "solid" sheet.

WHO are the men, that were chased by a rampageous bull on the Brighton road a week or two ago?

C. R. OVERMAN returns from the West refreshed and rejuvenated. He wonders why there are not ten wheelmen in Chicago where there is now one. "Such boulevards, and such surface." He raved so that we turned yallery greenery with envy.

N. C. FOWLER, Jr., head of the advertising department of the Pope Manufacturing Company, is away in search of well-earned rest and recreation.

THE *Herald* suggests that 24-hour records over short courses should be frowned upon. Well, our brows are all puckered up, and we are "frowning" like a thunder cloud.

G. P. MILLS, of Liverpool, has succeeded in riding from Lands End to John o' Groats in five days, one hour, forty-five minutes, beating "the best" lately made by Lennox by one day, six hours and forty minutes.

CAPTAIN HILL and his companions in the New Orleans-to-Boston tour publish a letter of thanks to all those who assisted in making the tour to and stay in Boston agreeable. We know we state the truth when we say that what little was done in Boston to make it pleasant for these southern gentlemen was done with the greatest of pleasure. Personally, we are sorry that our duties prevented us from doing much more for their entertainment.

HAVE you seen the new lithograph issued by the Springfield Club? The way Brother Jonathan is represented as running away from Brother John is "a caution." We hope this flight of fancy may be carried out by *facts* next September. But — well, we will see. The portraits of the racing men that surround it are good, but we were not aware that C. E. Pratt was to figure as a rapid man this year on the path. If so, then the Columbia team is complete.

BY the way, we did not know that Mr. Pratt aspired to fame as a naval architect, but such, we hear, is the truth. It seems he built a boat according to his ideas with a Norse name that sounds like "Glucose." Well, the thing was launched, and was found to be an eminent success in every particular, except the darned boat would not *sail*. This being, in the eyes of Mr. Pratt, a radical fault, the craft was offered for sale. While she was building, it looked dark for the "Puritan"; but when she made her trial trip Burgess breathed free once more.

THE badges for use by wheelmen who desire to use the roads of Prospect Park, Brooklyn, are out and are said to be "immense" in more ways than one. They are bigger than a dollar, and have great big numbers in the centre.

FRED JENKINS in *Sporting Life* goes for the Rentons without gloves. He has no sympathy with these parties and hopes that their attempt to get their case *v.* Beckwith and others will come to naught.

THE *Wheelman's Gazette* for July, is now before us, and as usual is full of readable matter. In an article headed "The Retort Courteous" it laces Mr. Lacy Hillier for personal attack on Mr. Ducker, made in the columns of the *Bicycling News*. We have noticed of late that this "eminently respectable" sheet has shown signs that indigestion must be alarmingly on the increase among its "eminently respectable" staff.

THE *Bulletin* in reproducing an article from the Union on the meeting of the Chiefs, cautions cyclists generally not to jump to the conclusion that everything is lovely between the L. A. W. and A. C. U., just yet. It very properly suggests that this is a matter for the members to handle, and not the board of officers.

A CHUCK-HEADED magistrate in Birmingham, England, lately distinguished himself by rendering a decision that cycling was a nuisance and ought to be put down. The case was carried up and the county judge promptly reversed the decision.

THE Massachusetts Bicycle Club headquarters are at East Gloucester at the Sea Shore House This house is beautifully situated, and the Massachusetts men fully appreciate its advantages. The following members of the club have been stopping there for the last two weeks where they have been having a grand time: 2d Lieut. James M. Burr, A. D. Saekeld, C. B. Goldthwait. S. R. Eaton, E. R. Eaton, T. F. Saekeld. They had as their guests last Sunday, Capt. A. D. Peck, Jr., W. E. Farrington, Harry Saekeld, N. Ethier, and C. A. Collins.

TRICYCLE Captain. John Williams, of the Massachusetts Club, so it is said, has been going around with a chip on his shoulder waiting for some one to knock it off, but rather preferring that the other John Williams should do it. Captain J. W. says he can beat the other John Williams out of his boots, while the latter walks right up to the mark, knocks off the chip and says he will race the former for any distance on road or path, and is willing to put up something for a medal in case record is broken. Now, Mr. Williams, of the Massachusetts Club, don't be outdone; make a match, and let us see which is the better man. You both, we believe, ride the same make of tricycle, so the match will be one of men and not of machines.

THE "wheelmen's illuminated parade," to take place in St. Louis, 1 Oct., bids fair to be a brilliant occasion. It is the earnest desire of the Missouri Division L. A. W. in general, and the St. Louis members in particular, to have as many visiting wheelmen in St. Louis on this occasion as possible. Aside from the entertainment to be provided for the wheelmen, which will be very complete, there will be other attractions connected with the famous autumnal festivities, for which St. Louis is so justly celebrated, to make it worth any one's while to journey St. Louis ward at the time named. St. Louis' reputation for genuine hospitality will not be allowed to suffer, so we say, go if you can. Keep the date in your mind, 1 October.

THE trial of the criminal libel case of D. H. Renton *v.* N. M. Beckwith has been set for 22 September. The preliminary hearing was held last Friday.

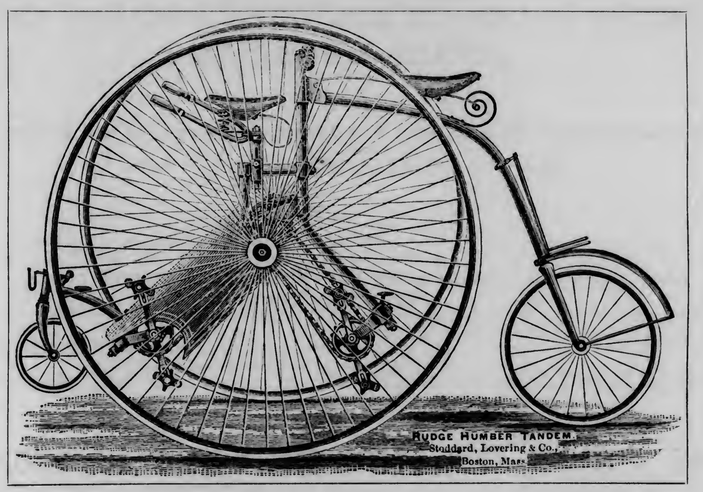
THE last letter from Thomas Stevens to the Editor of *Outing* is dated Suez, 3 July, 1886. In it Mr. Stevens says: "I expect the steamer on which I take passage to India, to arrive here to-morrow or next day. The Monsoon season will be in full swing when I reach Kurrachee, but I don't know yet whether it will delay my start across India."

THE Clerical Tourists will number about twenty-five. They will start 4 August from the Citizen's Club, New York, and finish the tour 14 August, at Cobleskill, N. Y. The distance to be traversed is about three hundred and twenty miles, and will be through the most beautiful part of New York State. After the official programme private excursions will be formed and carried out.

THE

RUDGE HUMBER

TANDEM.



The KING of all TANDEMS.

Faster and safer than a bicycle. Convertible into either a single or double tricycle. Fitted with double brakes, adjustable front bar and dress guards. Built for American roads.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 2 and 4 East 60th St.

It costs from $20.00 to $50.00 less than any Safety on the market.

MORE HAVE BEEN SOLD THIS SEASON THAN THE COMBINED SALES OF ALL OTHER MAKES OF DWARF MACHINES.

Note this disinterested opinion from C. F. Smith, Manager of the Indiana Bicycle Co., who sell all the well-known makes.

"Also, a 46-inch American Safety with balls all over, for the writer's own use. We believe you have by far the BEST DWARF MACHINE on the market. It RUNS EASIER than any Light Roadster I have ever mounted, and shall ride one the balance of the season." C. F. SMITH, *Manager.*

INDIANAPOLIS, May 6, 1886.

THE PRICE OF THIS BICYCLE IS $76.00.

IT IS MANUFACTURED BY

GORMULLY & JEFFERY - CHICAGO.

MAKERS OF

THE AMERICAN CYCLES,

Which are High Grade Machines at Reasonable Prices.

NEATEST CATALOG IN THE TRADE FREE.

All Sorts and Clippings.

WOULD-be road record breakers should remember that under the A. C. U. rules seven days' notice must be given, and for twenty-four hour trials it must be at least fifty miles out and back.

Recreation, formerly The *Cyclist and Athlete* is making a special feature of a two months' trial trip for 30 cents, the rest of the year to be $1.20 if pleased. Send for a sample copy. *Recreation* Newark, N. J., 755 Broad street.

DO you like to take headers? All right then *don't* purchase one of Foote's anti-header attachments. Your friend, however, may like to know that he can get one of the Overman Wheel Company, 182 Columbus avenue, Boston. PRICE, $1.50.

"I CAN always tell whether a man is from the East or West," said a Washington hotel clerk.

"How do you do it?"

"When an Eastern man registers he says, 'Will you kindly direct me to the bar?' 'A Western man says, 'Where's the bar kept at?'"

CHAS. WARE, of Marblehead, has lately been covering himself with glory. He won four first prizes at Montreal races, and two first and one second on Boston Common the 5th of July. He rode a 55-inch Rudge Racer.

IT makes a difference to a Jersey girl after she has been in Paris. Formerly she called it candy, now she speaks of bong-bongs.

THE Apollo gets a whack at the records. Mr. Perry rode an Apollo on his late successful raid on the twenty-mile record.

THERE are rumors of a new Victor tricycle which its makers claim will eclipse everything now running on wheels. It is to have some startling features, and will show the various devices peculiar to this firm's construction.

Recreation formerly the *Cyclist and Athlete*, bright, fresh, and spicy, is making a feature of two months' trial, 30 cents; the balance of year, $1.20. Send for sample copy of *Recreation*, 755 Broad street, Newark, N. J.

"LET'S make something to eat," planned Bob's two little sisters, in undertones. "All right," said Bob, overhearing. "We'll each make something. Lou can go ahead and make the candy, and Flo the popcorn." "And what'll you make"? demanded they. "Oh!" said he, "I'll make 'way with it." — *Chicago Journal.*

THE American Rudge has not lost its great prestige, as easily proven by the number Stoddard, Lovering & Co. are daily shipping to all parts of the United States.

OUT of the forty-one amateur photograph outfits owned in Pittsburg, Pa., twenty-seven were of the Blair make. A pretty good proportion?

SAID a young man, the other evening: "Is it etiquette in writing to a young married woman whom you have known well, to call her 'my darling pet.'"? My dear sir, it is not a question of etiquette, but of athletics. It depends how far you can distance her husband in a mile.

A FIRST-CLASS chance is offered to some good party to take the building lately completed at the Lynn cycle track. See advt. page 340.

AS a practical illustration of the superior application of power, and easier style of foot and leg motion on the Star, we will mention that McCurdy immediately after doing 280 miles on the Star ran easily up a long flight of stairs, while after his attempts on the crank machine last year, and riding a much less distance, he was unable to walk up stairs unaided for a number of days. This shows conclusively that the imaginary disadvantage of having to "lift the legs" on a Star is practically an advantage, and easier on the rider.

A GOOD chance to get a fine photograph of all the cycling celebrities for twenty-five cents. See the advertisement of Cycling Photo. Company, page 340.

PHOTOGRAPHIC

PAPER negatives will no doubt be the proper caper at some early date, the difficulty of making and keeping them transparent seems to be a stumbling block.

AN ingenious device to get rid of the ground glass and focussing cloth consists in having a small hole in the front of the camera alongside of the lens, the image being seen on an opaque white surface placed where the ground glass is usually situated. — *Referee and Dramatic Critic.*

IT really looks as if the days of the wood engraver were almost numbered.

EVERY day, improvements are being made in reproducing drawings for printing purposes.

WE take the following from a letter received: "In your photographic notes of 9 July, you quote from an "old fogy," in defence of the old (?) developer. I suppose the devil (the *printer's*) dropped out this word, and I presume the space should have been filled in with the word *oxalate*. [You are correct in both statements. ED.] Well, now let me say a word in favor of this same old-fashioned oxalate developer. I have used it constantly with an occasional excursion into the realm of experiment, but in every case I have returned to my first love, it is safe and pretty sure."

THE *Scientific American* says: "We illustrate in the cut a camera for photography in which the *ne plus ultra* of simplicity may fairly be said to be attained. It is a little tin box two inches in diameter and three quarters deep from cover to bottom. A hole was punched in the centre of the cover, and over this a piece of foil was secured by varnish. The foil was taken from a button card. Small mother-of-pearl buttons are generally mounted on pieces of pasteboard with this foil under them. Through the foil where it extended across the hole in the box cover, a hole was made with a No. 10 needle. The needle was pressed through until its point could just be felt by the finger held against the opposite side of the foil. This made an apperture one sixtieth inch in diameter. The interior of the box was blackened. A piece of Eastman's "A" bromide paper, cut circular, so as to fit in the box, was placed in it against the bottom, and the cover put on. This, of course, was done in the absence of actinic light. Then with an exposure of four minutes, at a distance of about ten feet from the object, the negative shown in the sketch was taken. It was developed with oxalate developer. Castor oil or vaseline was used to make it transparent, so as to adapt it for printing from. The subject of the negative was the old armory at Summit Hill, Mt. Jefferson, Pa. As nothing special, neither paper, glass negative, nor developer, was used, this process of pinhole photography deserves special mention. It might often be of considerable use in emergencies that sometimes will present themselves to the photographer. The special novelty that presents itself is the use of paper instead of glass for the negative, as paper can be cut to fit any size or shape of box. The brand of paper employed is slow paper: it would be interesting to try a quicker paper, that would reduce the necessary time of exposure.

RACING NEWS.

RACING is almost at a standstill for the present.

BUT great preparations are being made for the fall meetings.

THE Springfield management seems sure of being able to secure a large number of English and Irish cracks.

IF Hendee does not go stale before September, the Englishmen will not have such a walkover as last year.

THE Scranton Club will give a race meeting — their fifth annual — at the Driving Park, Scranton, Penn., 24 August. Address F. C. Hand, Scranton, Penn., for particulars.

THE Troy Bicycle Club will hold a race meeting, 1 September, at Troy, nine open events, L. A. W. rules to govern.

IVES and Rhodes, the Victor team, are in Springfield, training for the coming contests.

THE English one-mile professional record is now held by Fred Lees, who made it at Leicester, 3 July, in 2.38.

CUTHBERT D. VESEY being in Canada now, an effort will be made to have him take a hand in the fall races.

THE time, 8.20 1-5, made by H. A. Speechly in the three-mile handicap race, 3 July, is the best English record.

THE rumor that continues to float through the columns of the press, to the effect that Chairman Bassett will retire, is, so far as we can learn, without foundation or reason.

PRINCE and Neilson have not decided where their next in the series of races, is to take place, but Newark, N. J., may be the place.

AN item is going the rounds that a cycle track is to be built in Troy, N. Y. A stock company is formed, so it is said, with $25,000 capital. Woodside and Morgan are said to be stockholders. Pools are to be sold on all races.

AN exchange speaking of Priest's performance of one mile in 2.38, on a tricycle, says: "When we take into consideration the fact that in England all starts are made from a standstill, it still remains a remarkable performance." Is the writer of this under the impression that other than starts from standstill are customary elsewhere? If so, we would state that starts from the standstill are universally used.

WEEDSPORT BI. CLUB'S RACES. — The Weedsport Bicycle Club will hold its third annual race meeting at Weedsport, N. Y., Thursday, 19 August. The races will be run under L. A. W. rules, and consist of the

following events: Half-mile novice, one-mile open, half-mile boys' race, one mile, 3.20 class, one-mile tricycle, 100-yards slow race, one-mile club handicap, one mile championship of Central New York, half mile hands off, one-mile ride and run, three-mile lap race, L. A. W. members only, half-mile time race 1.40, and one-mile consolation. Entries close 17 August. Entry fee, fifty cents for each event. For entries and further particulars, address H. E. Rheubottom, secretary.

WELFORD H. BARBER, of Rochester, made the unicycle record in 3.51. This feat was performed at Rochester, N. Y., 22 July.

AFTER many experiments the Lynn track management find that for top dressing, six parts blue gravel and one part blue clay is the best. The entire surface of the track will consequently be covered with the composition.

SATURDAY, 14 August, the Orange Wanderers will hold a hill climbing contest, open to L. A. W. members. The first prize to the man who goes up the fastest. Prizes to all who succeed in getting to the top. The hill is known as Eagle Rock Hill. Entries close Tuesday, 10 August; fee, fifty cents. Apply to E. P. Baird, Brick Church, N. J.

The A. C. U.

WE have already given our readers the rules of the association defining the different classes. We give below the racing districts as apportioned.

District No. 1, to be known as the Eastern district, composed of the New England States and the Dominion of Canada.

District No. 2, to be known as the Atlantic district, to be composed of the States of New York, Pennsylvania, Delaware, Virginia, New Jersey, Maryland, North Carolina, South Carolina, Georgia, Florida, and the District of Columbia.

District No. 3, to be known as the Central district, composed of the States of Ohio, Illinois, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska and Colorado, and all Territories east of the Rocky Mountains not included in any other district.

District No. 4, to be known as the Southern district, composed of the States of Alabama, Mississippi, Louisiana, Kentucky, Tennessee, Missouri, Arkansas, Texas, and Indian Territory.

District No. 5, to be known as the Pacific district, composed of the States of California, Oregon, and Nevada, and all Territories west of the Rocky Mountains.

The racing rules are: —

A. Any wheelman competing at races not stated to be held and actually held under the rules of the union, or rules approved by the union, will thereby render himself liable to expulsion.

B. The standard of measurement adopted by the union requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

C. Road records, whether made in open competition or against time, must be made over a course so laid out that no portion of the road shall be traversed more than twice, provided, however, that in a twenty-four-hour contest the rider may, if he chose, select at any point in his course a strip of not less than fifty miles, and retraverse as often as time will permit. In a race against time the competitors must be accompanied the entire distance be a pace-maker.

D. The board of review will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying to the measurement of the track or road, and road records must be accompanied by the sworn statement of a competent surveyor as to distance, or by a certificate that the distance has been measured by three certified cyclometers, the lowest measurement of which has been taken.

E. Records made at an open meeting and in competition will be accepted upon the receipt of a certificate duly signed by the officers of said race meeting.

F. Races against time must be duly announced at least seven days prior to the event, and a notice must be sent to the chairman of the district board, stating when and where the race will be run; said board shall prescribe the rules governing such event, and may appoint one or more official timekeepers.

G. Records made under cover shall not rank with out-door records, but shall be classified and known as records made under cover.

H. The national championships are open to American wheelmen only, and entries are confined to the following time limits: Bicycle — One-mile, two minutes fifty seconds; five mile, fifteen minutes; ten-mile, thirty-two minutes; twenty-mile, one hour and eight minutes. Tricycle — One-mile, three minutes five seconds; three-mile, ten minutes forty seconds; five-mile seventeen minutes ten seconds. Tandem — One-mile, three minutes.

I. National championship events shall be assigned to such clubs or associations as the board of review may deem advisable; clubs to whom championships are assigned shall give public notice of the events at least one month before the date of running.

J. The following national championships have been established by the board for amateurs, promoters and professionals: One-mile, five-mile, ten-mile and twenty-mile bicycle; one-mile, three-mile and five-mile tricycle; and one-mile tandem on the track. Twenty-mile, fifty-mile and one-hundred mile bicycle; and twenty-mile and fifty-mile tricycle, on the road.

K. The board will appoint, at its discretion, one or more union handicappers, who will for a stated remuneration frame the handicaps of the union, and of such of its associate clubs as shall desire this service at their hands. Handicaps and positions in class races, excepting in a novices' race, shall be based on the records of the contestants.

L. Entries to all races should close seven days prior to contest, to allow time for proper investigation.

M. A fee of $1.00 will be charged for handicapping for each race in which five or less contestants are entered, and ten cents for each additional name. Employment of the official handicapper is not compulsory.

The section governing class racing is as follows: —

A class race is open only to those who, up to the date of entry, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances, according to the following table: —

ONE-MILE.	TWO-MILE.	THREE-MILE.	FIVE-MILE.
2.40	5.30	8.20	14.20
2.45	5.40	8.30	14 40
2.50	5.50	8.45	15.00
2.55	6.00	9.00	15.30
3.00	6.10	9.15	16.00
3.05	6.20	9.30	16.30
3.10	6.30	9.45	17.00
3.15	6.40	10.05	17.30
3.20	6.50	10.30	18.00

The officers of the A. C. U. are as follows: —

H. E. Ducker, Springfield, Mass., president; J. H. Lewis, Boston, Mass., vice-president; A. O. McGarrett, Springfield, Mass., secretary; George F. Barnard, Lynn, Mass., treasurer.

Executive committee — H. E. Ducker, Springfield, Mass.; J. H. Lewis, Boston, Mass.; O. A. McGarrett, Springfield, Mass.; T. A. Carroll, Lynn, Mass.; W. E. Wentworth, Newtonville, Mass.

District boards — No. 1, George H. Burt, chairman, Hartford, Conn.; No. 2, W. F. Coddington, chairman, Newark, N. J.; No. 3, John S. Rogers, chairman, 21 S. Broadway, St. Louis, Mo.; No. 4, chairman not appointed; No. 5, S. F. Booth, Jr., chairman, San Francisco, Cal.

FIXTURES

JULY.

31 SATURDAY. — Chicago Bi. Club race.

AUGUST.

TUESDAY. — Clerical Wheelmen's tour starts from New York City.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

14 SATURDAY.—Orange Wanderers, hill-climbing contest.

19 THURSDAY.— Annual meet and races of the Pennsylvania division as guests of the Williamsport (Pa.) Bi. Club.

Weedsport, Pa., Bi. Club race meeting.

24 TUESDAY. — Scranton (Pa.) Bi. Club 5th annual tournament, Scranton, Pa.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

28 SATURDAY. — Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

1 WEDNESDAY. — Troy Bi. Club, Troy, N. Y. L. A. W. rules.

3 FRIDAY. — New York Division meet and races, at Buffalo, N. Y. Two days.

6 MONDAY. — L. A. W. Tour from Niagara Falls to Harper's Ferry on 18 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

14 TUESDAY — Annual Tournament, Springfield Bi. Club, 4 days.

18 SATURDAY. — Pittsburg, Pa., races.

21 TUESDAY. — Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY. — Lynn Tournament, 3 days.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

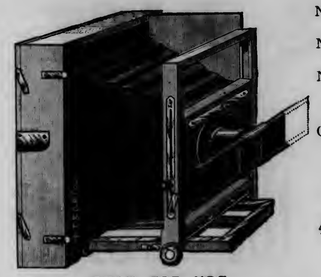
DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Herbert S. Owen, 608 M. street, N. W., Washington, D. C.; Francis Lane, 905 M. street, Washington, D. C.; W. S. Kelly, Smithville, Burlington, N. J.; Philip T. Dodge, 908 F street, N. W., Washington, D. C.; Rev. I. P. McCurdy, 723 S. 20th street, Philadelphia; Chas. H. Small and John M. Small, 501 N. Front street, Harrisburg, Pa.

HAND-BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



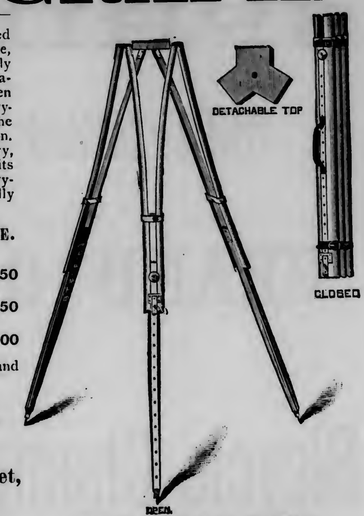
OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.
OFFICE AND FACTORY,
471, 475 and 477 Tremont Street,
BOSTON.



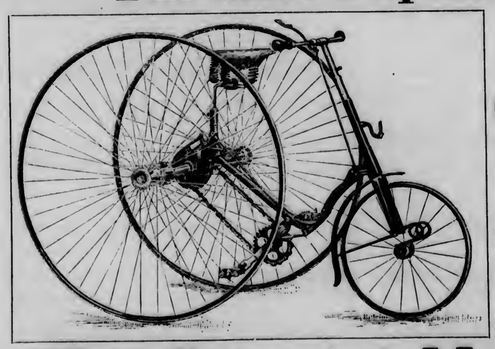
TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON.

SPRINGFIELD,

SEPTEMBER 14, 15, 16 and 17, 1886.

GRAND ONE-MILE RACE

FOR THE

Bicycle Championship of the World!

SPECIAL CONDITIONS.

(ADDITIONAL TO A. C. U. RULES.)

Contestants must have a Record of 2.45.

The Race to be run in heats of two men each, the winners of each heat to run to a final heat.

First Prize to the winner of the final heat, who shall be declared the Champion of the World. Second Prize to the winner of the fastest heat. Both Prizes of equal value.

Contestants to be the guests of the Club.

FOR PARTICULARS, ADDRESS

SPRINGFIELD BICYCLE CLUB, Springfield, Mass., U. S. A.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

THE THIRD

Annual International Race Meeting

OF THE

CONNECTICUT BICYCLE CLUB

WILL BE HELD AT

HARTFORD, SEPT. 8 AND 9.

Keep your eye on the dates as there will be over $2,000 in prizes, and you will have to be on hand to get your share.

Address for Entry Blanks,

GEO. H. BURT,

P. O. BOX 414. HARTFORD, CONN.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

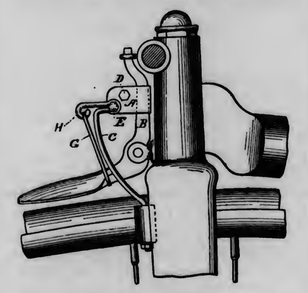
BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route." Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

Foote's Anti-Header



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

SEND IN YOUR AD. OF

OLD MACHINES FOR SALE,

For insertion under the heading just below.

FOR SALE OR EXCHANGE

[*Advertisements under this head, FIVE CENTS a line.*]

A BICYCLE FREE.—The Vermont Bicycle free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. All like it. 10c. to Jan. '86; in club, 10 for 50c. to Jan. '86. 8 large pages. VT. BICYCLE, West Randolph, Vt.

FOR SALE.—Side-steering Quadrant tricycle in splendid condition, with Butcher cyclometer; price $135 F. W. D., Box 3212, Boston.

FOR SALE.—A 50-inch full nickelled Expert Columbia, '85 pattern; will sell for $80 cash. Address CHAS. HANAUER, Covington Bicycle Agency, Covington, Ky.

FOR SALE.—A 50-inch enamelled Standard Columbia, '85 pattern, for $75. Address CHAS. HANAUER, Covington Bicycle Agency, Covington, Ky.

FOR SALE.—A 56-inch Expert Columbia, nickelled and enamelled, new last May; will sell for $120 cash. Address CHAS. HANAUER, Covington Bicycle Agency, Covington, Ky.

FOR SALE.—A 54-inch Expert Columbia, nickelled and enamelled, new last May, will sell for $115 cash. Address CHAS. HANAUER, Covington Bicycle Agency, Covington, Ky.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53	RUDGE RACER	used twice		$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE.—A 50-inch Victor, as good as new; will sell for $95 cash. Address CHAS. HANAUER, Covington Bicycle Agency, Covington, Ky.

FOR SALE.—An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE.—A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

RUBBER TIRES.—Large lot just received, ninety-five cents per pound, regular price $2.00. Now is the time to get your wheel re-tired at half price. LOWE BICYCLE COMPANY, Fitchburg, Mass.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE.—One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments not rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE.—One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE.—Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE.—Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.
If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE.—One 42-inch Special Safety Facile, in good condition, with extras; for sale cheap. Address A. C., Box 2, Reynolds, N. Y.

GIVEN AWAY! A Royal Mail, '85 pattern, 54-inch, balls all round; good running order, for $90 cash; cost $148; must be sold. Address CLIF. S. WADY, 36 East 14th street, New York.

CYCLERS, ATTENTION!

A 5×8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes.
Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

TO LET

AT LYNN CYCLE TRACK.

The building just completed at the main entrance of the track is now offered for rent, affording a fine opportunity for a Store, Café, and Boarding-house combined. Professional and amateur riders now waiting for house to open. Can be leased for a term of years if desired. Keys opposite. For further particulars, address

BOARDMAN & INGALLS - - Central Sq., Lynnn.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SAMPLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

FIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

HAVE YOU EVER USED THE ADHESIVE TIRE TAPE?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.
To apply.—Wind it lapping upon itself as shown in the above cut. *It needs* no tying, as it is adhesive. Every wheelman should have a roll in his tool bag.
PRICE, 25 CENTS PER ROLL.

Sold by

HOWARD A. SMITH & CO.,
(Successors to ZACHARIAS & SMITH,)
ORATON HALL - - NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,
BEVERLY - - - MASS.
MENTION THIS PAPER.

BICYCLE SUPPLY CO.

32 FRONT STREET,
NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**
Price, 75 cents a bottle. Cannot be sent by mail.
For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines.
DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



PATENTED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H.B.HART, 811 ARCH ST. PHILA.=

BULL & BOWEN
CORNER MAIN & CHESTNUT STS.
BICYCLES & TRICYCLES
MFRS OF ACCESSORIES, REPAIRING A SPECIALTY



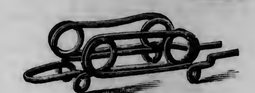
EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and move ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.
GEO. W. ROUSE & SON, 9 G ST., PRORIA, ILL.

THE WORLD
One Dollar
A YEAR.

THE BEST IN THE WORLD.







Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS
HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials.
Price, $3.50; Nickel Plated, $4.75. Send money order or registered letter.
F. O. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,
MERCHANT TAILORS,

Club Tailors to the 'Cyclist' Touring Club.

1141 WASHINGTON STREET,
Near Dover Street, **BOSTON**



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO
Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.

THE ROVER SAFETY BICYCLE

IS

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

For Sale A Bargain

A BRAND NEW 52 INCH

RAPID BICYCLE.

NEVER RIDDEN.

Owner left for Europe unexpectedly, to stay the summer. No better machine made. Address

RAPID,

BICYCLING WORLD OFFICE,

179 Tremont Street, Boston.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

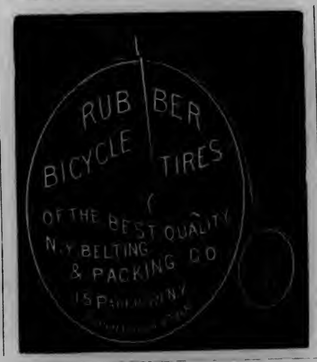
THE OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE,

Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Winter Street, Room 39,) Boston. Mass.



POCKET DRINKING CUP.

Folds together, and goes in a handsome nickel case, size of watch.

Price, 40 cents each, or 3 for $1.00, post-paid.

The Greghill Mfg. Co.

Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS on COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¼-MILE (World's Record) 1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition), 2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record) 11.05
5 MILES (World's Record) 13.57 2-5
6 MILES (World's Record) 16.47
7 MILES (World's Record) 19.38
8 MILES (World's Record) 22.24 2-5
9 MILES (World's Record) 25.18
10 MILES (World's Record) 28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . . GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE . . . . . JOHN S. PRINCE.

AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE OPEN RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . W. F. KNAPP.
20-MILE COLUMBIA CUP RACE . . . . . A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . . E. A. DEBLOIS.
5-MILE LAP RACE . . . . . GEO. M. HENDEE.
¼-MILE BOYS' RACE . . . . . F. A. CLARK.
3-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE HANDICAP RACE . . . . . E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE . . . . . S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . . . W. A. ROWE.
2-MILE LAP RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . F. S. HITCHCOCK.
1 MILE PROFESSIONAL TRICYCLE RACE . . . . T. W. ECK.

WORLD'S RECORD. Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . . . E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY). . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*. (ON THE WAY.)

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 6 AUGUST, 1886. | Volume XIII. Number 14.

EVERYBODY KNOWS IT!

CAN'T KEEP IT!!

If what you make is the best of its kind, the fact will soon become common property.

The modesty of our claims in the past, for merit in the Victor, has resulted from our inability to fully supply the great demand.

We could not, however, conceal its good points. To ride it is to prefer it, and as cyclers are never slow to recommend what they prefer, the demand has often been far beyond our capacity to supply.

WHEELMEN ALL WANT IT, AND WHY?

BECAUSE IT IS { LIGHTEST RUNNING. / BEST IN CONSTRUCTION AND MATERIAL. / HANDSOMEST IN APPEARANCE.

SEE IT, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

True tangent spokes, crossing seven times.

Hancock's best black rubber endless moulded round tires.

Every spoke tested to 1,200 pounds tensile strain.

Never had a buckled wheel or broken spoke.

Enamel and nickel finish,—best quality.

Warwick hollow rims, improved section.

Rudge pattern ball bearings; Bown's ball pedals with square rubbers.

All steel and absolutely interchangeable.

Proven to be the best hill climber and fastest coaster.

Inventors' Exhibition, London, awarded it the gold medal.

Detachable, hollow, one-piece, cow-horn handle-bar.

IF YOU WANT "THE BEST WHEEL EVER BUILT" (vide Bicycling News) SEND FOR CATALOG.

ENERGETIC AGENTS WANTED.

MENTION THIS PAPER.

SAM'L T. CLARK & CO.

Baltimore, Md.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.



RUDGE TELEPHONE MAN.

THE RUDGE TELEPHONE MAN

Respectfully makes his bow

TO THE READERS OF THIS PAPER.

WATCH HIM!

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE No. 4263.

THE THIRD ANNUAL TOURNAMENT

OF THE

CONNECTICUT BICYCLE CLUB

Will be held Sept. 8th and 9th, at Charter Oak Park, Hartford.

NOTICE THE PROGRAMME.

FIRST DAY, SEPT. 8.

1-Mile Bicycle, 3.10 Class ..... Amateur.
1-Mile Bicycle, 2.40 Class ..... Promateur.
3-Mile Open ..... Professional.
1-Mile, A. C. U. ..... Championship.
2-Mile Handicap ..... Amateur.

FANCY RIDING.

1-Mile Tricycle, Open ..... Promateur.
3-Mile Bicycle, Open ..... Amateur.
10-Mile Lap Race ..... Promateur.
1-Mile Team Race ..... Amateur.

SECOND DAY.

1-Mile Bicycle ..... Hartford Wheel Club.
3-Mile Tricycle, Open ..... Promateur.
1-Mile Bicycle, Handicap ..... Professional.
1-Mile Bicycle, Open ..... Amateur.
1-Mile Bicycle, Open ..... Promateur.
5-Mile Bicycle, Lap Race ..... Professional.
2-Mile Tandem Tricycle ..... Amateur.
5-Mile Bicycle Open ..... Promateur.
5-Mile Bicycle, State Championship ..... Amateur.
Consolation Race.

Over $2,000 will be expended in prizes, and it will be the study of the managers to make these the most satisfactory races ever given by the Club. Address, for Entry Blanks,

GEO. H. BURT, P. O. Box 414 - - - HARTFORD, CONN.

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 6 AUGUST, 1886.

CHAS. S. LUSCOMB, one of our wheelmen lawyers, asserts that there is no authority for the mail votes called on the racing and amateur questions.

Wheeling is pointing out misleading advertisements. Among others it calls attention to the "ad" of Berridge's record in the race, which it claims is unsubstantiated, as no one seems to know who Berridge is or who timed him. And this in England!

The absurdity of the League's not taking cognizance of road racing as well as any other kind is illustrated by the fact that a man can break all the rules on the road and not be called to account.

THE Racing Board has voted to recognize the A. C. U. rules. This means, we presume, that it will also recognize the A. C. U.'s enforcement of them.

MR. DUCKER took the hint and gave up the properties to Mr. Hayes. We rather thought he would see that he was hurting his case by refusing to do so.

PRESIDENT BECKWITH of the L. A. W. positively states that Mr. Ducker's statement that he (Beckwith) dickered with him for the presidency of the L. A. W. is entirely without foundation. Mr Beckwith says that he can prove by a dozen witnesses that he did not want the office. — *Herald.*

And is this proof? But even if it is this Beckwith-Ducker squabble is degenerating from a question of right and justice into one of veracity. Boiled down, the president of the A. C. U. says to the president of the L. A. W., "You are one," and the latter retorts to the former, "You 're another." So it goes, criminination and recrimination *ad nauseam.*

MR. DUCKER is nothing if not energetic. Having appealed from President Beckwith's action in removing him, he is sending to the members of the Board of Officers a voluminous mass of literature more or less strongly endorsing him. Not content with this, he issues another campaign document in the shape of an open letter challenging the president to make good his statements that his removal of Ducker was due to pressure from "prominent wheelmen" in this State. It looks as if President Beckwith would have to back up his assertion by the production of letters from the "prominent wheelmen." If he does not, then Ducker scores a point.

WE give elsewhere the questions submitted to the League's officers for a mail vote. The first we cannot quite endorse, as we are by no means satisfied that the A. C. U. definition of an amateur is preferable to that of the League, however much the latter may be open to improvement. The proposal to strike out rule "H" is a good one, as that rule is at present, though we should like to see the Racing Board adopt a new rule which will limit the expenses allowed to what might be termed reasonable ones. That is a rule that would not allow expenses to include one's living all the year round, but would permit the riders whose income is not large to be helped in their legitimate travelling expenses.

The request to the Racing Board to reinstate certain riders should be passed unanimously, as it will give the Racing Board a chance to undo gracefully some of its recent work, and yet leave it discretionary with the Board to keep out of the amateur ranks certain men who are making their entire living out of racing. It is this latter class that should be dealt with vigorously.

The fourth, to strike from the rules all matters pertaining to racing, receives our support, though we fear it will not be passed. The League gains nothing by its control of racing, and would be in a better position to carry on the more important work it has to do by abandoning this department. We want to see the League a sound body of real benefit to every wheelman who uses the road, and not frittering away its time in an attempt to seek out deceit and punish breakers of rules that are obnoxious to many. If need be, let it join the A. C. U., which it can do, send its two representatives, and have a voice in its councils. We are not sure that it had not better join any way. The sooner we have a uniform system of legislation the better. On Mr. Ducker's appeal from President Beckwith's decision, we are divided between two feelings. Mr. Hayes is, to our mind, well fitted for the office of chief consul. At the same time, Dr. Beckwith, so far as we are informed, did not consult with the Massachusetts representatives, but exercised his prerogative in an arbitrary manner. He had the power to remove Mr. Ducker, and he availed himself of it without, in our opinion, sufficient cause. For this latter reason, we are in favor of the Ducker appeal. The man who is elected by five hundred votes should not be removed without the very strongest reasons.

WE hear that the reason Mr. Ducker did not call a meeting on 17 July was because he was advised on good authority that President Beckwith would retrace the harsh steps taken in removing Ducker and allow that gentleman to retire gracefully. It seems, however, that the expected amicable settlement did not take place.

An Open Letter.

To N. Malon Beckwith, President L. A. W.: Whereas, a letter written by you has appeared in print, stating that my removal from the office of chief consul, Massachusetts Division, L. A. W. was due to pressure from prominent wheelmen in this State, I wish to take exceptions to the above statement, and I challenge you to produce letters from three prominent wheelmen in Massachusetts to that effect, said letters to be sent to Abbot Bassett (not for publication), by whose decision I will abide. Furthermore, I doubt your statement that Mr. Herbert W. Hayes was favorably mentioned for chief consul by the Massachusetts division members, other than by those who signed a paper when you announced my resignation (which I never gave), asking that Mr. Hayes be appointed. I also challenge you, on the same conditions as above, to produce three letters from persons in Massachusetts requesting the appointment. Having made your statement boldly, now submit the proof and assist in dispelling the doubts that exist in the minds of many as to the truth of your assertions. — Yours truly,

HENRY E. DUCKER.

Chief Consul Massachusetts (under suspension).

SPRINGFIELD, Mass., 30 July, 1886.

The Mail Vote.

THERE has been submitted to the Board of Officers L. A. W., several questions to be decided by a mail vote. The polls close at noon 28 August. The first is for the substitution of the A. C. U. amateur rule for that at present in force. The second is a request that rule H be stricken from the Racing Board's rules. The third is that the Racing Board be requested to reinstate all the men who failed to fill out the certificate furnished them. The fourth is to strike out all matters pertaining to racing from the League by-laws. The fifth is Ducker's appeal from Beckwith's action in removing him.

A Claim Sustained.

MR. EDWIN BROWN of Worcester Mass., a citizen of the United States, who recently arrived at Boston from a trip abroad, brought with him a Quadrant tricycle which he claimed to be exempt from duty as a personal effect. The collector, however, refused to admit it to free entry on the owner's admission that he had used it abroad but once. The case was appealed to the treasury department, which has sustained the claim of the importer that the machine had been in "actual use" abroad. J. S. Dean acted as attorney for Mr. Brown.

PRESIDENT BECKWITH has called the fall meeting of the Board of Officers, at Buffalo, N. Y., 3 Sept., at 10 A. M.

Manhattan Meanderings.

IN this hot weather, Mr. Editor, you must not be hard on a fellow. We have had a second week of heat, — a veritable wilter. On the Sabbath, I made a tour of the club-rooms in quest of news. Result, aridity. All the riding at present is done on the front stoop or the back veranda, if the club is fortunate enough to have one, and the favorite position is to loll back in the softest chair to be found, with cigar in mouth, and feet elevated almost to the window sill. If we had a few Duckers down here, I might have something to tell you, but there is only one Ducker,—and we are quiet as mice.

THE maddest man in New York just now, is Karl Kron. You know that everybody is in arms over an ordinance passed by the Orange authorities, requiring cyclists to carry whistle or bell, and lantern, while riding through the district. It seems that the Orange Wanderers aided and abetted the passage of this requirement, whereupon Karl publishes a scathing letter in the *Bulletin*. The president of the Wanderers hits back, and fondles Karl's baptismal name. This, in Karl's moral code, is a deadly sin.

THAT busy, progressive, and therefore happy club, the Harlem Wheelmen, have announced an open-air race meet for Saturday, 11 September. It is the first undertaking of its kind around Gotham, and the natives should rally round the flag, and make it a notable success. The events to be decided are: One-mile novice; one mile, 3.10 class; two-mile handicap: two-mile lap; two-mile team: one-quarter mile, one legged; one half mile, hands off; three-mile State championship; one-mile club championship, and one-mile consolation. Entrees close 4 September, with F. L. Bingham, 49 Rose street. The Meet will be held at the Manhattan Grounds, Eighth avenue and 86th street, on a quarter-mile cinder path.

OUR local crack, A. B. Rich, has been beaten by H. S. Kavanaugh, at Troy. Whenever these two meet, Kavanaugh devotes all his efforts, not to win the prize, but to down our Quilla. It is said that Rich is quite stale, the result of constant riding. He has a younger brother whom he will bring out this fall. He is reported a "good one."

AN important match was decided at the Staten Island A. C. grounds, last Friday. It is strange what an interest is excited by a match race. The high contending parties in this case were W. C. Herring and L. L. Squire, both of the Ixion Club, a number of whose members witnessed the match. Herring cut the heat, — I was going to say wind, — till three laps from home, when Squire by a brilliant *coup* placed himself fifty yards ahead. On the last lap, Herring twirled round the path like oleomargarined lightning—original, or nothing—and was only beaten by two yards; time, 6.43; excellent for the track. If Herring had more nerve, and did some phenomenal spurts in public, he might be able to sport a piece of "yaller."

THERE are three or four events on the cards for this week. On Tuesday afternoon, we shall all hire sanctimonious countenances, and goody-goody manners, and hie us up to the Citizens' Club house, to welcome the clerical wheelmen, and give them a hearty send-off at 2 o'clock, the five-and-twenty dominies will leave Gotham on their fortnight's tour, and wheel up to Yonkers, where they will pass their first evening.

ON Thursday, at nine o'clock, the officers of the Alphabetical Road Racing Association will present the trophy to the winning team, the King's County wheelmen. The affair will take place at Dillieis, a famous Brooklyn hostelrie, and will consist of a big eat, with vocal and instrumental harmony, and vocal discord, by which I mean speech-making.

ON Saturday a crowd of New Yorkers will journey to Eagle Rock, in the Oranges, upon which the Orange Wanderers intend to hold a hill-climbing contest open to all. The rock will be assailed at 4 P. M.

THE cycling track at Roselle is about finished. A meeting of the directors was held last Saturday evening, at which the date and a programme was selected. That lucky dog, or lad, if not too strong, Mr. Ed. Frederick Jenkins, was appointed manager. He will have entire charge of the affair, and it is to be hoped that he will prove another Ducker in managerial capabilities. I was promised all the details, but they have not yet come to hand.

KLUGE is again on wheels. He will shortly begin to train at the Roselle track.

ERRATA. — In my last letter, owing no doubt to my cabalistic chirography, you made Secretary Austin read as Aaron. Again, I have been maltreated by Mr. Frederick Jenkins, cycling manager, because I only made his new cycling headquarters 20x20, when it should be 20x70, only a difference of fifty feet, you know.

TITNAM.

Lines From Louisville.

IN Louisville bicycling is in a state of evolution. There was a time, and that not long ago, when nickel wheels and gilt edge suits were all the go; when cyclers clubbed together for mutual protection and sympathy; when they made spasmodic efforts, now and then, to establish a permanent race track, and which was never done; when they rode in parties of fifteen or twenty strong, in the order of a stampede, over rough and stony pikes, much to the horror and dismay of many a Kentucky "hoss" and driver. But now your cyclist dresses to suit his individual taste, club life is at low ebb, and talk of a race track is heard no more; the riders go in twos and threes for their quiet runs, but the number of wheels are constantly increasing, and the agents here report more sales than ever before.

Four of our cyclists have just returned from a three weeks' touring trip through Canada, and, although somewhat disappointed in the roads, report a jolly time generally, and speak in praise of the treatment they received wherever they made themselves known. The only sensation we have had lately, is the appearance of a new style bicycle on our roads. It is the invention of a local wheelman, and although much smiling was indulged in while it was being constructed, the manner in which its inventor pushes it over the road is fast winning the respect of the incredulous, and he has left word with the agents here to say to any one who doubts the practicability of his machine that he is willing to go with any rider from ten to seventy-five miles upon the road, and convince them. There is one thing we need in L., and we need it badly, — that is a good race track. We've got the stock to ride on it, and make no mistake.

KENTUCK.

Opinions and News, in Brief.

THE attempt to run a race meeting in the West, and give only ribbons for prizes, proved a failure.

* * *

SECRETARY AARON'S treatment of the A. C. U. question is the most fair.

* * *

HUNTER writes that the Pope Manufacturing Company do him great injustice.

* * *

EVERY day we hear of and see evidence that ladies are taking to the tricycle with increased interest.

* * *

MR. DUCKER continues to get out "appeals," "protests," and "announcements," in the chief consul affair, at regular intervals.

* * *

Sporting Journal does not believe in the rule which allows the president of the L. A. W. absolute and autocratic power to remove chief consuls.

* * *

WE do not believe in such a rule either; let similar cases be referred to the members for decision.

* * *

CENTRAL power in an organization is a dangerous thing, and threatens the permanency of societies.

* * *

DR. BECKWITH removes Mr. Ducker because he is guilty of "malfeasance." Webster's definition is "The doing of an act which a person ought not to do."

WE cannot conform our ideas in this matter to those of the worthy president. In 1686 it might accord with the spirit of the times, but it don't gibe with those of 1886.

* * *

CHIEF consul, for Pennsylvania, John A. Wells will make a worthy successor to E. M. Aaron.

* * *

A NEW ORLEANS man got hold of one of Atwell's squawkers, and thought it was a new kind of cigar holder.

* * *

HILL-CLIMBING contests in New Orleans will be all the go. They have found a hill seventy-five feet long and sixteen feet rise!!! We will send Corey to climb it.

* * *

GID HAYNES, with W. B. Everett & Co., returns from the West chock full of enthusiasm and news of good business.

* * *

DR. BECKWITH prints a letter from Mr. Ducker, in which the latter announces his intention of calling a meeting on the 17 July. So here is the fountain head of the "rumor!!"

* * *

THE Boston *Herald* says the Western men blow their own horns too much, and that they have not the men to compare with the Eastern men on the road, path, or hill. Won't some Westerner rise and go for the *Herald* man?

* * *

PRINCE WELLS newest feat is to balance a wagon wheel on a barrel.

* * *

THE "Association for the Advancement of Cycling" is beginning to be recognized as a factor in Philadelphia politics.

* * *

WHY not follow in the lead of Philadelphia in this matter? In Boston the wheelmen could command a good many thousand votes.

* * *

PRINCE and Morgan are "not friends." Each one accuses the other of unfair dealing. Well, "you pays your money and you takes your choice."

* * *

ARE we not running the "record" business into the ground? Was not the late ride of Mills from Land's End to John o' Groats, bordering on the brutal?

* * *

JUST think, five days' hard riding at the rate of 166 miles a day and only six hours sleep during that time! We admire pluck, but we deprecate such rough usage of a man's constitution.

* * *

BURLEY B. AYRES writes a long article in praise of the beauties and advantages of touring. Burley is right, and the L. A. W. have a big field in this branch of the pastime.

OUR cartoon last week struck the popular fancy. Comments are flattering, and we hear that the worthy chairman himself enjoyed the joke immensely.

* * *

THE *Springfield Union* is taking a census of all the machines, styles, and other points used in that city. Men, women, and children are all invited to respond.

* * *

THE proper thing at Martha's Vineyard is to form tricycling parties. They are quite popular this year.

* * *

'TIS said that Kennedy Childe thirsts for the gore of two of our prominent cycling editors.

* * *

H. M. SABEN is the last addition to the ranks of the married men. He took unto himself a young bride last Monday. Joy go with thee, old fellow!

* * *

"DAN" CANARY is doing so well in "Yurrup" that he will probably have to stay well over into 1887 before he will have terminated all his engagements.

* * *

ANOTHER victim to spurting around the Reservoir. Mr. J. A. Robinson is the party. His damages will confine him to the house for some time. The Reservoir is no place for racing, and our sympathy does not go out with any degree of spontaneity to any one who gets damaged by so doing.

* * *

THE Springfield *Union* is unnecessarily anxious as to who will count the votes on Mr. Ducker's appeal from President Beckwith's action in removing the C. C. The count will be correct, Mr. *Union*, never fear.

* * *

DARK horses here, dark horses there. Our exchanges are now hinting mysteriously at some phenomenal rider, they hear is packed away in cotton wool and camphor to be brought out in the fall to paralyze Hendee, Rowe & Co.

* * *

NOT satisfied with having a team of the fastest cyclists the Columbia people have organized a base ball nine, and are dying for some other cycling firm to meet them and get whipped. Come, Corey, brace up! Ah there! Everett, bring on your nine.

* * *

SOME scepticism has been expressed as to the practicability of the pin-hole camera described in our last. We have *not* tried it, but we are betting a cookie on the *Scientific American's* word that it will work.

* * *

COL. POPE and Mr. Day will head for home next week. Mr. Overman and Mr. Gormully will follow the colonel's lead a week or so later.

CURRENTE CALAMO

KISSED and made up.

THE coquetting did amount to something after all.

NOW if we can only get Ducker and Beckwith to clasp hands.

AND Prial and Barnes to stop their little rumpus, we shall have universal peace.

WE can then turn our undivided attention to the big fall meeting.

OH, yes, we forgot Mr. Renton's unpleasantness with the genial Doctor. 'Tis true the sky is not quite clear of clouds yet.

YES, and again, we hear of a domestic row among the members of the Bristol County (R. I.) wheelmen. It seems to have started because some of the members indulged in a club run and charged the expenses to the club. Hence an explosion, resignations, and general discumboberation.

THE Sacramento (Cal.) wheelmen have just forced the proprietors of a turnpike in Sacramento to open the road to cyclists, but they charge them ten cents toll!

THE "Wheelman's Hand-Book of Essex County, Mass.," is out, and fulfils in every way the promises made for it. To any one who wants information in *re* the roads and attractions of Essex County, this hand-book will prove invaluable. Mr. George Chinn, of Beverly, Mass, is the editor and publisher.

INQUIRIES are made at this office in regard to the whereabouts of Tom Harrison, the professional cyclist. The last heard of him was in Washington, D. C., about two years ago. Can any one give the information and oblige Thomas Harrison, Sr., the father of the cyclist. Exchanges please copy.

KILL him quick before he gets away! A man in Northampton claims he has invented a cyclist's whistle which will produce the most diabolical noise of anything yet blown.

MAKE a minute of this. A certain Mr. W. J. C. Elliott, a racing man of prominence in Melbourne, Australia, has just won an action for an "interim injunction to restrain the Victorian Cyclists' Union from declaring him a professional bicyclist," and "to have the minutes on the books referring to him cancelled." The Victorian definition is almost a fac simile of the N. C. U., and makes especial reference to "other athletic exercises" as being amendable. — *Cyclist.*

A NOTICE is out signed by Sanford Lawton calling a meeting of the Massachusetts Representatives for 10 Aug., at Young's Hotel. It is issued "per order C. C." What C. C.? Who C. C.? The *Globe* says 't is Hayes.

TIME to call a stop, when ladies (?) take to the racing path, as was the case in staid old Glasgow recently.

A SAD accident occurred lately on the Ripley road. Mr. J. H. Pausey was riding along, when for some reason unknown he fell, fracturing his skull, and dying almost instantly. He was riding slowly, and with all care at the time of the accident.

MR. E. R. SHIPTON, secretary of the C. T. C. has met with a sad bereavement in the loss of his mother. We join with our brother editors across the water in offering our sincere condolence and sympathy.

THE clerical tourists got under way last Tuesday afternoon in good shape. The Citizens accompanied the party to Yonkers. Karl Kron was on hand and went the distance also. Eighteen of the clerical gentlemen started, two more expecting to join them *en route*. The Presbyterians seem to have the call in numbers. Several laymen are of the party.

G. LACY HILLIER, the Irrepressible, has broken out in a new spot. Finding that his railings at Springfield have no effect whatever in influencing public opinion against the Springfield tournament, in his latest issue of the *Bicycling News* he has gotten into a panic over the prizes offered at last year's tournaments, and publishes a whole page of gibberish that hardly repays one for wasting time to read. It is understood that the next issue of the *Wheelmen's Gazette* will "sit down very, very hard" on G. Lacy. It is said Hillier fully intends visiting America this fall. In that case there are hopes for his reformation. — The *Union*. We noticed the above article, and wrote Mr. Ducker for information, but up to the time of going to press no reply has been received.

Major W. M. Durell Dead.

WE regret exceedingly to announce the death of Major William M. Durell, of Chicago. We received a telegram just as we were going to press announcing this sad event. The cause was apoplexy and the catastrophe very sudden and unexpected. His family and friends have our sincere sympathy.

Blue Nose Tour.

MANAGER ELWELL can congratulate himself on the splendid success of his tour. Thirty-eight cyclists from all parts of the country are unanimous in praise of the good time they have had. The scenery is magnificent on the St. John and the roads good. Dances and social gatherings in honor of the tourists at Andover, Florenceville, Woodstock, and Fredericton. The St. John Bicycle Club entertained them at the Beach House with a picnic and reception, and dancing at the Domville building. The boys all speak of the splendid hospitality shown everywhere by the Canadians, and they are all dying to be able to return some of the kindnesses accorded them as members of the Blue Nose tourists, 1886.

All Sorts and Clippings.

SECRETARY AARON is tired of taking headers, and so he uses Foote's Anti-Header, with what result? See testimonial page 361.

THE Overman Wheel Company report an unusually heavy late trade. Sales are away ahead of last year, considering the long delay to which they were subjected.

THE 1887 calendar of the Pope Manufacturing Company is going to be one of the most beautiful of all similar publications issued by this firm, and that is saying a great deal.

TRAVELLER — "Why is the fare so much more from Chicago to New York than from New York to Chicago?" Ticket Agent — "Ever been to Chicago?" Traveller — "No." Agent — "Well, you will find it is worth twice as much to get away as it is to go there."

N. C. FOWLER, JR., manager of the advertising department of the Pope Manufacturing Company, has returned from a two weeks' sojourn in the South. He was gone ten days from Boston. He then took in Nantasket. He says it was fun and enjoyment from the word go.

HOW many more victories? The one-mile bicycle championship of the world (first prize £50), open to all-comers was won on a Rudge. Besides this over one hundred prizes have already been won this year on Rudge Roadsters, Racers, Royal Crescents, Rotaries, and Bicyclets.—*The Cyclist.*

A SCHOOL board recently asked the following question of a little girl: "What is the plural of man?" "Men." "Very well; and what is the plural of child?" "Twins," immediately replied the little girl.

WHEELMEN who use it speak in the highest terms of Adhesive Tire Tape. Send twenty-five cents to Howard A. Smith & Co., Newark, N. J., for a package.

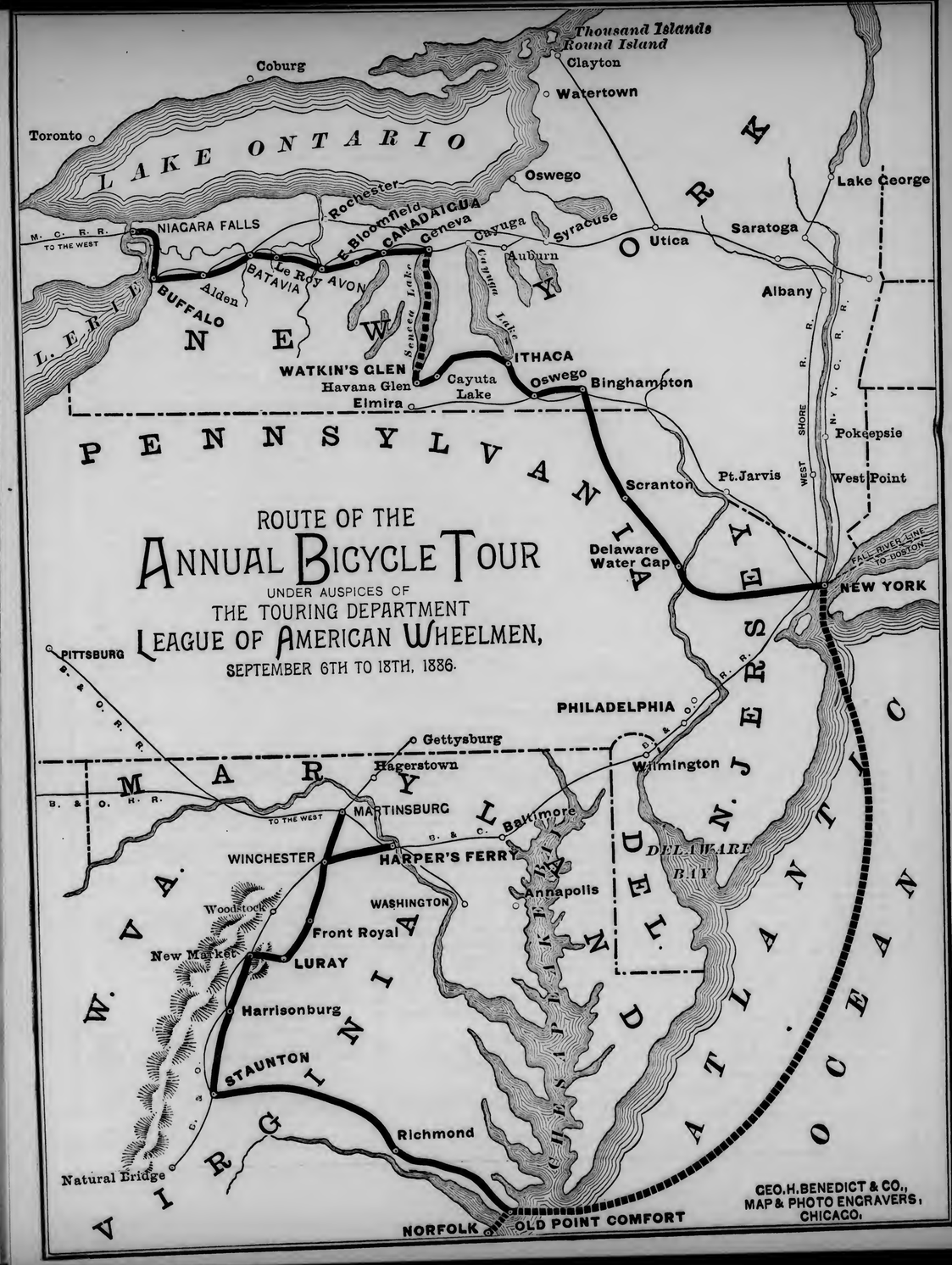
THERE seems to be a vigorous impression among outsiders that New York is a noisy, ill-governed, villanously paved, smelly, extravagant, and vulgar rum hole, where money can do everything. This is strange. Some of these outsiders must have been here. — *Life.*

THE manufacturing firm of Gormully & Jeffery have branched out largely. They have broken ground and started work on their new factory which, when completed the latter part of September, will form one of the largest and most complete Cycle plants in the world.

"MAMMA," said Johnnie, who had just been reading the war news, "I am afraid we are short of sauce for supper. Had n't you better call out the preserves?"

E. P. BAIRD won the Orange Wanderers' ten-mile open road race held Saturday, 10 July, on a 53-inch Rudge Light Roadster. Time, 36-51½.

THE lover, a commonplace Mr.,
Much elated to think he had Kr.
Would have tried it again,
But sk. cried: "Refrain!
Lest you rise on my cheek a big Blr."
— *Life.*



L. A. W. Tour, 1886.

ROUTE of the annual tour this year is selected for its combination of perfection. Nothing is left to be desired in the way of road, scenery, enjoyment and comfort. The experience of three great bicycle tours in the "Big Four" series is thrown together in this event to make it excellent. Prevailing winds and cool currents of New York blow favorably, and water courses sloping downward to the sea shape the general direction. Roads leading by green pastures and through deep woods, have been selected over those leading through great cities. Breaks in wheel-travel occur at proper intervals, where steamboating on a lake, or quick portage by rail in a Pullman palace car, will help the party to walk large and see great. A week of touring among Northern beauties finds a sudden contrast in the grand ocean voyage from New York to Virginia. One night and one day on the Atlantic will acclimatize the mind and body to the southern magnificence of old Virginia scenes, and make preparation for the one-hundred mile rush down the Alleghany gorges of the Shenandoah Valley. Beautiful as the gems of Switzerland lie the clear, deep lakelets of Central New York along the cycle route, while cloudward in majesty tower the Shenandoah giants over the glistening thread of macadam from the Natural Bridge to the Potomac. Black and white contrasts are daily planned, that each sun's journey may show a different and stronger phase, illustrating the choicest glories of Picturesque America. To the rail tourist many of these scenes have been familiar, but not all. It is vouchsafed to the bicycle to string these scenic jewels on a macadam thread, and take them all in a two-weeks' grand spin, penetrating where rail, coach or boat alone would not convey. Not alone as a superb junket should this tour be taken. Every mile is replete with history, romance, and beauty, too full for casual comprehension. The exponents of history in the respective sections unroll deep stores of lore, which, if taken link by link in the wheel to the sea, will furnish valuable memories in the physical geography of an old and grand country.

Trains from the West will fetch up at Niagara Falls, 5 September, Sunday, and enable the tourists to spend a quiet day, sans wheel, in shadow of the mighty cataract. Previous day will have been spent in Buffalo in attendance upon annual meeting of the New York State Division L. A. W., and adjournment to Niagara will be made over Sunday. International Hotel will be headquarters at Niagara. Sunday evening train will be taken for Buffalo, arriving in time for supper at the Genesee Hotel, which place will be headquarters for night. Tourists unable to arrive in time to visit Niagara will centre at the Genessee upon arrival in Buffalo either Sunday evening or Monday morning.

Promptly at nine o'clock Monday morning, 6 September, the line will start from in front of the Genesee Hotel, precisely as the Big Four Tour started a year ago. Forming after the method then adopted, respectively Eastern, Middle, West- and Southern Divisions, it will lead off in this order. The lead will alternate each day, so that each division may have its turn in the front. In the rear will bring up the baggage and passenger coaches, porters and drivers. Before arrival at noon or night stations, each division will separate at least half a mile apart on the road, in order that the first division may get properly disposed of before the next arrives. Baggage will be handed in to hotel offices each evening on arrival, and will then be at disposal of owners. Prompt arrival of baggage wagons will be assured, so no waits may be expected. Each tourist will find his registry at hotel upon arrival, and he need but glance at same to find his room. In the Pullman sleeping cars the same registry will be found, and also on board steamship — all done in advance.

There need be no close management as to what shall be taken along or worn. Each cycler can take what he desires in the way of wearing apparel, as long as the same can be got into one package or valise. There will be no baggage or articles taken on wheel. Ample accommodations for transportation of baggage is provided, with paid porters and attendants, whose duty it will be to see that the promptest service is rendered. As this tour may differ from previous ones in the numerous opportunities presented for the wearing of holiday apparel, it is suggested that suits for touring, and suits for other wear, be brought along — all bicycle costumes. At the many elegant resorts and aboard steamers the other clothes will be requisite.

The regulation uniform of the League is desired. In addition will be worn the fatigue seersucker blouse just adopted by the League. The "Big Four" straw hat will be regulation head gear. The seersucker fatigue blouse cannot be too strongly recommended for warm weather on account of convenience, comfort, and tidy appearance. It costs $5.00 of the League tailors, to order, or can be bought ready-made in any furnishing goods store for less. Divisions will be distinguished by members wearing L. A. W. purple badges, with the red, white, blue, and yellow, respectively, of the Eastern, Middle, Western and Southern divisions.

There are many incidental entertainments provided *en route*, mention of which will not be made on the programme. There will be two formal receptions, one at Watkins Glen, and the other at Luray Inn, programmes for which will be issued.

Following in rear of line will be a large and comfortable coach to convey any tourist who may feel indisposed to continue the journey awheel. With the perfectly adjusted daily mileage, this carriage will not be used to any extent on account of riders' disability, but accidents to wheels may happen.

All wheelmen acceptable to the marshals of the L. A. W. are eligible to membership in the tour, up to the limited number. Ample accommodation has been provided for seventy-five persons, each person to receive detailed accomdations, and separate attendance and rooms. Many names have been placed upon the roll of applications, and during the last ten days of August coupon tickets will be issued and sold to these wheelmen. Purchase of these tickets will at once entitle to membership in the tour, and an assignment to the rooming and other accommodations throughout the programme. The coupon tickets will cover all bills *en route*, including transportation. Quartering of tourists will be together in respective divisions; and where it will be necessary to use private houses, as will be the case in Virginia, divisions will be placed together as much as possible. Assignment of all accommodations having been made in advance by number up to the seventy-five limit, tourists buying tickets are assigned to a number, and will be so identified.

Coupon tickets covering expenses of the tour, hotel, and transportation, from the start at Buffalo to the finish at Martinsburg or Harper's Ferry, will be sold at $50. Tickets for either the first half of tour — Buffalo to New York, or the second half, New York to Harper's Ferry — can be obtained at *pro rata* rate. To this must be added the cost of rail transportation to get to Buffalo, and get back again from Martinsburg or Harper's Ferry. Reduced fare to and from these points is arranged for, and can be secured by applying to marshals of divisions. The marshals have charge of making up parties in their divisions, and to them correspondence relative to joining should be addressed.

A complete description of the tour, with full particulars of organization, will appear in the L. A. W. *Bulletin* from time to time. Before starting, a complete time table and list of members of the tour will be made out and passed to each tourist. Correspondence invited.

BURLEY B. AYERS,
Tour Master.

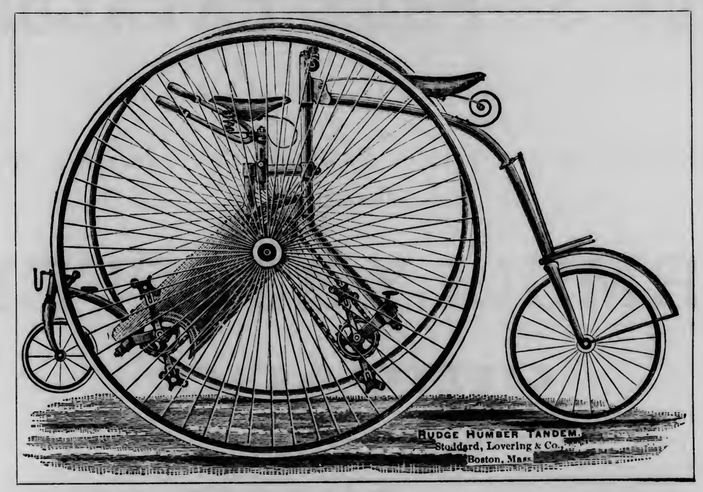
152 S. HOYNE AVENUE, CHICAGO, 26 July 1886.

ARTHUR PENDENNIS in Cassell's *Saturday Journal* writes a long article on the original bicycle, in which he apparently demolishes the comparatively modern and generally accepted claims to the invention by the French and Americans. Diligent search in the library of the British Museum brings to light an article in the *Universal Magazine* for August, 1769, describing a chaise to go without horses. A. P. says further: "But the first pedomotive machine was that designed — though never, so far as we know, constructed — by the Marquis of Worcester, an exceedingly able scientist of Charles II.'s time. Of the details and of the plan of this invention all traces have been lost."

THE

RUDGE HUMBER

TANDEM.



The KING of all TANDEMS.

Faster and safer than a bicycle. Convertible into either a single or double tricycle. Fitted with double brakes, adjustable front bar and dress guards. Built for American roads.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 2 and 4 East 60th St.

NO PURCHASER CAN AFFORD TO MISS

APPLYING FOR THE LAST EDITION OF

OUR 50-PAGE CATALOG,

PRINTED IN JULY,

Which contains many recent testimonials regarding the Cycles manufactured by

GORMULLY & JEFFERY,

CHICAGO.

THE AMERICAN

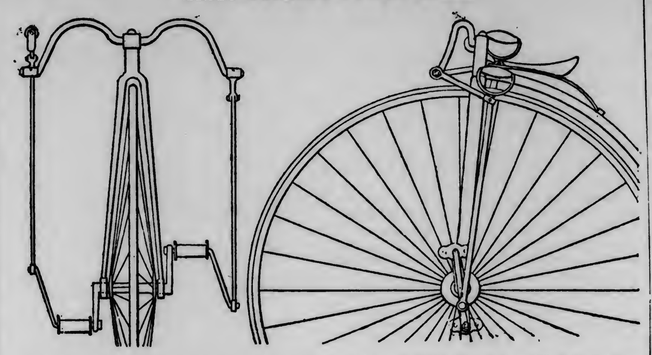
CHAMPION.
CHALLENGE.
SAFETY.
IDEAL BICYCLE.
IDEAL TRICYCLE.

ALL OF WHICH ARE

Thoroughly High-Grade and Reliable Machines,

AND HAVE NO SUPERIORS FOR USE ON AMERICAN ROADS.

BIGGS BALANCE POWER GEAR.



Mr. D. G. Biggs, of Louisville, Ky., has invented an ingenious power attachment for use on the ordinary crank machines, we give cuts and the following description: —

To the outer ends of the pedal pins (which should be of large diameter and strong) are attached the auxiliary cranks, these are one quarter of an inch in width vertically, with a transverse diameter of one inch at the connecting point at pedal pin, tapered to one half inch at opposite end, where they are connected by bearings to the hand rode they (the cranks) are made from two to three inches longer than the foot cranks, and are put on parallel with them, being longer, they extend beyond the hub in an opposite position to the pedals, this extension is practically a short hand crank, the remainder of the auxiliary crank being used simply to transmit power; the hand rods are pivotally connected to a six inch arm, which in turn is pivotally connected to low dropped handle bars.

The upper ends of the hand rods are furnished with spade handles, which being pulled up vertically, rotate the shost hand cranks which work simultaneously, and in unison with the foot cranks, but in an apposite direction. The pull up is from four to six inches. The handles drop and raise close to and just back of handle bars.

The rider when he has heavy work before him, throws his weight upon one pedal, then bracing himself with the handle on the same side, pulls upon a short crank, instead of a rigid bar as heretofore, as soon as the foot crank is at its lowest point, and the hand crank at its highest, he alternates with the opposite leg and arm.

Entire weight of gear, four pounds. Mr. Biggs claims net increase of power, after deducting friction, fifteen per cent. Work of steering reduced one half.

The theory and practical working of the balance gear s — the rider when he throws his weight on the right hand pedal, and has pressed it partially around until it is in a position down and forward of the hub, at about an angle of 45°, the wheel has a tendency to twist to the left, but the short hand crank is in an exact opposite position, and having power applied to it from the opposite side of the hub, has a tendency to draw the wheel around to the right. The short crank with less power has the same twisting disposition, it being further from the hub, that the long foot crank has close to the wheel, this removes all disposition on the part of the wheel to twist. The steering being remarkably easy, the wheel naturally running in straighter lines than without the balancing hand crank. This same principle can be applied to single and tandem tricycles.

WHEEL CLUB DOINGS

Correspondence, points, and suggestions from the cyclist's point of view will be received and appreciated by the Editor and the readers of the World.

The San Mateo (Cal.) Wheelmen gave a most delightful reception, a week ago. The Library Hall was filled with wheelmen, and the room was handsomely decorated. Dancing and music were the order of the evening. It was a "great large" Pacific Coast time, and that means heaps.

Bay City Wheelmen. — Edwin Mohrig, president; R. M. Welch, vice-president; E. Fahrbach, secretary; C. J. Schuster, treasurer; D. O'Caltaghan, captain; W. M. Meeker, first lieutenant; F. James, second lieutenant; R. Tittle and C. C. Moore, buglers; R. Tittle, drill master.

Los Angeles Wheelmen. — G. A. Van Brandis, president; J. P. Percival, vice-president; R. Woodworth, secretary-treasurer; N. White, captain; O. C. Smith, lieutenant; R. J. Cope, bugler.

The newly elected officers of the Greenfield (Mass.) Bicycle Club, are as follows: President, F. R. Hollister; captain, G. H. Wright; secretary and treasurer, F. A. Smith; first lieutenant, H. E. Ames; second lieutenant, R. S. Bascom; bugler, F. L. Gaines: standard bearer, C. H. Field; executive committee, F. O. Gaines, F. A. Smith and G. H. Wright.

At the August meeting of the Dorchester Bicycle Club, it was voted to hold a 15 mile club race and a 50 mile open race, about the 1st of October. There will be a fast course laid out, and there is no reason why the 50-mile record should not be lowered, if such men as Ives, Rhodes, Webber, Kluge and McCurdy enter.

Resolutions of New York Bicycle Club.

Whereas, since the last meeting of this club was held, certain village ordinances have been adopted by the various authorities in the Orange riding district which not only impose unnecessary and annoying restrictions on the use of cycles there, but illegally make such restrictions applicable to wheelmen alone, and not equally to all persons riding ordinary vehicles; and,

Whereas, the leading local club, an organization, which, both by the high character of its membership and its wise policy as a club, has always merited and enjoyed our warmest respect, has, greatly to our surprise and regret, not only allowed said ordinances to be adopted without protest, but even asked for and defended their enactment; therefore,

Resolved, that the New York Bicycle Club does most strenuously protest against all such regulations as, like those under consideration, not only are of no real value in themselves for the safety of wheelmen, or the public, but involve a dangerous denial of our rights, so fully established by the courts, to be treated by the law as all other drivers of vehicles are treated.

Resolved, that we urge upon the Orange Wanderers, for the sake of strangers visiting their district, and of the rights of wheelmen at large, to exert their influence to have the obnoxious rules abolished, or at least so far amended as to bear with equal force on all classes of vehicles.

Resolved, that we call on the officers of the League to immediately take steps to test the constitutional power of local authorities to thus restrict the rights of citizens clearly guaranteed them by the general law of the State.

RACING NEWS.

Worcester, Mass., will have some races 14 August.

Albany, N. Y., will have some races 28 August.

Vicksburg, Miss., talks of a big race meeting in October. Mr. James Purvis Bruce, of Vicksburg, Miss., has charge of the affair.

Lynn is not dead, but will be heard from very soon *in re* the fall meeting. Work is being constantly done on the track, and when it gets its new finishing coat, it will be hard to beat.

Philadelphia is to have a quarter-mile track. It will be at Belmont and Elm avenues, W. Philadelphia.

Barton Keene, class, '80, of the University of Pennsylvania has gone across the pond to up hold the honor of his Alma Mater, and will race with some of the Oxford and Cambridge cracks.

The Millville (N. J.) Club, have been awarded the honor of running the New Jersey State division meet, 28 August.

R. Howell met with a nasty spill, while training, lately, on the Belgrave Road Grounds. His collar bone was broken, and other serious injuries were received. This knocks his chances of appearing in any event this season. It is even feared he may not be in shape for Springfield, this fall. Latest: The symptoms show evident signs of concussion of the brain.

McCurdy has gone to Minneapolis to see if he can beat Hollingsworth, over the course that 281 miles was made. McCurdy should remember that a successful attempt won't go on record.

A glance at our advertising columns will hint at the feast preparing at Hartford, 8 and 9 September.

Then look at what Springfield says about their tournament. Remember the dates 14 to 17 September.

The Elmira Bicycle Club will hold a large meet some time in September. The date will be given shortly.

Mr. Frederick Jenkins, of New York, has been engaged to manage the new track and grounds of the New Jersey Cycling and Athletic Association, located at Roseville Station, Newark, N. J. The track is pronounced by experts to be one of the fastest in America. The first annual tournament will be given 30 September, and 1 and 2 October, and all effort will be made to make it one of the most brilliant and memorable affairs of the season. Mr. Jenkins has had a wide experience in handling League Meets and race meetings, and there is no doubt but that his administration will be a successful one. His address is Oraton Hall, Newark, N. J.

Another Grand Tournament!

The trio of fall meets has become a quartette by the addition of the Roseville meet. In a quiet way a number of cycling dealers of New York and vicinity have

got together, and built a first-class cycling path. An engineer was sent to Springfield, and the track was found on exactly the same lines, with the exception that it is three laps to the mile. This is an advantage to the spectators, however, and the experiment of a three-lap path at Lynn, has proved successful. The track is twenty feet wide, except on the 150-yard home-stretch, where it has a width of twenty-five feet. In connection with the track is a base-ball diamond, and lawn tennis courts.

The grounds are situated at Roselle, a suburb of Newark; thirty minutes from New York, on the D. L. and W. road. A grand three days' tournament has been announced for 30 September, and 1 and 2 October. Prizes to the amount of $2,000 will be given, consisting of medals, silverware, and *vertu*, the last named being doubtless for pure amateurs only. The races will be run under A. C. U. rules. The track will be open in ten days for practising, and one or two preliminary Saturday afternoon mills will be arranged before the big event. The entries close 23 September, with the manager, Frederick Jenkins, Oraton Hall, Newark, N. J. It is proposed to carry the New York public out to the station, which will be built at the grounds, at a cost not exceeding sixty cents, which will include admission. The programme will be published shortly.

THE new four-lap track of the Elmira (N. Y.) Bicycle Club, was opened 29 July, by a very successful race meet. Attendance good, weather warm, track fair, but heavy in spots from heavy showers the night before. The first race was a one-mile dash for the championship of the "Southern Tier," between C. E. Tichener, of Binghamton, N. Y., and H. C. Hersey, of Elmira, and was won by Hersey by ten yards, in 2.49. The second race was a one-mile handicap between C. E. Tichener, scratch; W. Stone, of Binghamton, eighteen yards; and G. L. Davis, of Elmira, eighteen yards. Davis had too long a lead for Tichener to overcome, although he finished the mile in 2.49, but two yards behind Davis, who won in 3.05; very good time for a second race of a man who never rode till this season, and rides a roadster. We are going to give a large race meeting early in September, and expect to have some of the best men in the country here, as we will give valuable prizes, and have the fastest one quarter mile track in the country. The times would have been better, but the riders had to slow up on the turns as they were slippery from the recent rains.

Referee — C. H. Craver, of Binghamton.
Judges — L. J. Kingsley and F. E. Taft, of Binghamton, and G. W. Shoemaker, Elmira.
Timers — H. B. Berry, S. W. Clark, and H. C. Spaulding, Jr., of Elmira.
Starter — C. L. Nichols.
Clerk of Course — Chas. Morehouse.
Races under L. A. W. rules.

THE committee in charge of the tournament to be held at Exposition Park, Pittsburg, have arrangements well under way. 18 September is the date.

THE improvements on the Lynn track will cost nearly $700.

23 JULY. P. S. Brown, of Washington, D. C, beat W. E. Crist, of the same place, in a five-mile race. Time, 16.37 1-8.

IT is hoped Sanders Sellers, will come over this fall for the tournaments.

GATEHOUSE is playing havoc with his own record on a tricycle; 5.56 1-2 for two miles, stands on top for England.

W. D. BOHM won the Montreal Bicycle Club race, 24 July. Mr. Bohm beat the best previous records over the same course, by one minute.

23 JULY, Troy, N. Y. — One-mile handicap was won by the scratch man, H. S. Kavanaugh, in 3.01 2-5, the mile club handicap by A. F. Edmans (scratch), in 3.08 2-5.

IF the N. C. U. do not accept Speechley's claim for one mile record, 2.34 4-5, then J. H. Adams will hold the English record at 2.37 2-5, made at Bixton, 10 July.

J. H. ADAMS won the fifteen mile race for the Crystal Palace fifty guinea challenge cup, the second time. It requires that it shall be won three times to become his personal property. The time was awful, 47.37 1-5.

THE CYCLIST credits the records lately made by Hendee and Rowe, and says: "As both these rides have been accomplished by the New Professionals, the times can neither count as amateur nor professional records, so we suppose we must put them down as world's records."

J. H. ADAMS won the fifteen mile open amateur race for the Crystal Palace challenge cup (value, fifty guineas), in 47-37 1-5, on 17 July.

SLOW time! Horrid weather! That's what our exchanges say in regard to the twenty-five mile amateur N. C. U. championship tricycle race on 17 July, at Alexandra Park. R. J. McCredy, the Dublin man, took it in 1.55.40 4-5; Gatehouse being second, 1.55.42 2-5. Gatehouse won it last year in 1.26.29 2-5, which is the best on record.

THE Keystone Bicycle Club, Pittsburgh wheelmen, Sewickley Valley wheelmen, and Allegheny cyclers, will hold their associated club race meeting, 18 Sept., at Exposition Park track, Allegheny City, Pa.

FRANK MOORE, whom many of our readers will remember as one of the first English racing men to visit us has again gone on the track. This time on a quadrant tricycle.

AN English club which charges twelve cents admission to its evening race meeting is advised in one of the papers to reduce the fee to six cents to draw a crowd.

IT is positively stated that at least four of the crack Englishmen will come over this year. Among those said to be booked, are Webber and Speechley. The latter is riding in grand form, this year, and on our best tracks should get well under the present records.

BERRIDGE, whom all the English papers had down as riding twenty miles within the hour on a Rover, seems to be an unknown person, and the "six responsible timers" are apparently *non est*. So, so, our fine scoffing Englishmen, we must watch you, and your records, must we?

THE five-mile bicycle and the one-mile tricycle A. C. U. championships, will be run on the Lynn track.

WE hope the rumor that Hendee and Rowe will meet and race for blood, is true. We, however, doubt it, this season.

WHITTAKER, of St. Louis, wants the 100-mile record. If he tries, he will go over a sixty mile course.

E. A. SAVAGE, of Minneapolis, lately had some valuable medals stolen from him while he was in bathing. They took his shirt and all thereon. Of course he was more Savage than ever.

ALL the cracks are gravitating towards Hampden Park, Springfield. The Columbia and the Victor teams are on the ground.

ROWE is said to be the hardest prominent racing man to get in trim. Hendee and Knapp train in shape quickly.

THE five-mile L. A. W. championship race awarded to the Connecticut Club, Hartford, has, of course, been withdrawn from there, and will be run at Buffalo, N. Y.

HOLLINGSWORTH is a real Simon pure amateur. He pays his own expenses, buys his own wheels, and says he will break the twenty mile track record.

INDIANA claims over half a dozen men who can do the mile under 2.50, and thus say they have a road team that can lick the world.

FIXTURES

AUGUST.

9 MONDAY. — Iowa Division tour leaves Des Moines for five days' tour to Spirit Lake, Iowa, where fall meet will occur.

14 SATURDAY.—Orange Wanderers, hill-climbing contest.

19 THURSDAY.— Annual meet and races of the Pennsylvania division as guests of the Williamsport (Pa.) Bi. Club.

Weedsport, Pa., Bi. Club race meeting.

24 TUESDAY. — Scranton (Pa.) Bi. Club 5th annual tournament, Scranton, Pa.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

28 SATURDAY. — Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

1 WEDNESDAY. — Troy Bi. Club, Troy, N. Y. L. A. W. rules.

3 FRIDAY. — New York Division meet and races, at Buffalo, N. Y. Two days.

6 MONDAY. — L. A. W. Tour from Niagara Falls to Harper's Ferry on 18 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

11 SATURDAY. — Harlem, N. Y. Wheelman races, Manhattan Athletic grounds.

14 TUESDAY — Annual Tournament, Springfield Bi. Club, 4 days.

18 SATURDAY. — Pittsburg, Pa., races. Associated Clubs.

21 TUESDAY. — Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY. — Lynn Tournament, 3 days.

30 September, 1 and 2 October. — First annual tournament of the New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederick Jenkins, Manager, Oraton Hall, Newark, N. J.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

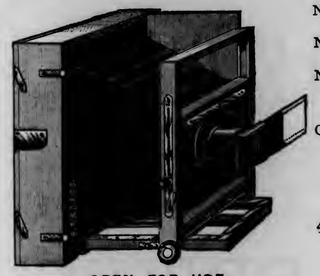
DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: I. P. McCurdy, 723 South 20th street, Philadelphia, Pa.; J. M. Small, 501 No. Front street, Harrisburg, Pa.; Chas. H. Small, 501 No. Front street, Harrisburg, Pa.

HAND-BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¾ x 6¾ x 4¾ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



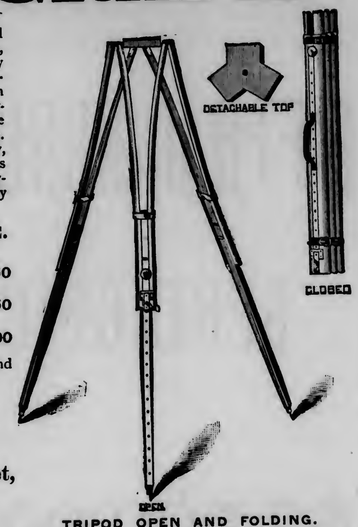
OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.
OFFICE AND FACTORY,
471, 475 and 477 Tremont Street,
BOSTON.



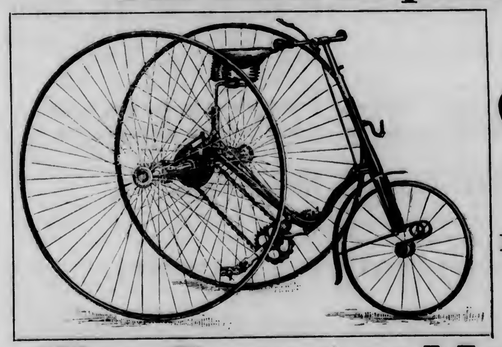
TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

HENRY C. DUCKER, PRESIDENT. SANFORD LAWTON, SECRETARY.

Organized May 6, 1881.
Incorporated January 23, 1884.

WILLIAM H. SELVEY, VICE-PRESIDENT. WILLIAM C. MARSH, TREASURER.

THE

FIFTH ANNUAL BICYCLE TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB.

$7,500.00  **IN PRIZES!**

HAMPDEN PARK,

SPRINGFIELD, MASS., U. S. A., SEPTEMBER 14, 15, 16, AND 17, 1886.

A. C. U. RULES TO COVERN

RACES FOR AMATEURS, PROMATEURS, AND PROFESSIONALS.

Entries Close September 7, 1886.

Remember 2.31⅖, and then come and see it beaten at Springfield in September.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

FANEUIL HOUSE,

BRIGHTON, MASS.

L. A. W. HOTEL.

Five miles from State House. Three fourths of a mile to the reservoir. Fine roads in every direction.

REGULAR DINNER, 50 CENTS.

Cycling Papers on file.

F. E. BALCH, Proprietor.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BAILEY'S HOTEL,

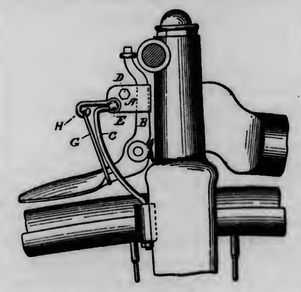
South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route."

Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

Foote's Anti-Header



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

GREAT BARGAINS!

48-inch "Standard Columbia," excellent order	$45.00
48-inch "Expert," full nickelled, A 1 condition	90.00
50-inch "Standard Columbia," ball bearings, A 1 order	60.00
52-inch "Standard Columbia," nickelled, dropped bars	60.00
52-inch "Expert," full nickelled, cow-horn bars, Kirk saddle, excellent lamp	100.00
52-inch "Expert," full nickelled, straight bars, excellent order	95.00
54-inch "Royal Mail," balls throughout, nickelled lamp	90.00

Also others, including Tandem Tricycle. **Write to us before purchasing elsewhere.**

NEW YORK BICYCLE AGENCY,

21 Worth Street, New York.

FOR SALE OR EXCHANGE

FOR SALE. — One 52-inch full nickelled Harvard, $50; one 53-inch Yale, enamelled, $42; one 36-inch 54-inch Kangaroo, enamelled. $65; one 48-inch Special Star, $85, new this year; all in A1 condition. SEAVEY & WENTWORTH, Washington street, Canton, Mass. P. O. Box 196.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

FOR SALE. — A New Victor Bicycle, 50-inch, with Cyclometer and Bell. $100. J. A. BENDER, Everett, Pa.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. **RUDGE RACERS.** Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

TRICYCLE WANTED.—I have a 52 and 54-inch Victor bicycle, '86 pattern, either of which I will exchange for a good single or tandem tricycle, or I will pay cash. S. J. FRANCIS, Fitchburg, Mass.

FOR SALE.—An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE.—A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

RUBBER TIRES.—Large lot just received, ninety-five cents per pound, regular price $2.00. Now is the time to get your wheel re-tired at half price. LOWE BICYCLE COMPANY, Fitchburg, Mass.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

FOR SALE.—One 50-inch Expert, finish D, has not been run over 100 miles. Price $115. J. A. R. UNDERWOOD, Dorchester, Boston.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES.—Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE.—One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE.—Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE.—Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE.—One 42-inch Special Safety Facile, in good condition, with extras; for sale cheap. Address A. C., Box 2, Reynolds, N. Y.

GIVEN AWAY! A Royal Mail, '85 pattern, 54-inch, balls all round; good running order, for $90 cash; cost $148; must be sold. Address CLIF. S. WADY, 36 East 14th street, New York.

CYCLERS, ATTENTION!

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

TO LET

AT LYNN CYCLE TRACK.

The building just completed at the main entrance of the track is now offered for rent, affording a fine opportunity for a Store, Café, and Boarding-house combined. Professional and amateur riders now waiting for house to open. Can be leased for a term of years if desired. Keys opposite. For further particulars, address

BOARDMAN & INGALLS - - Central Sq., Lynnn.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

HAVE YOU EVER USED

THE ADHESIVE TIRE TAPE?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply,—Wind it lapping upon itself as shown in the above cut. *It needs* no tying, as it is adhesive. Every wheelman should have a roll in his tool bag.

PRICE, 25 CENTS PER ROLL.

Sold by

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH,)

ORATON HALL - - NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



TED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=





EASY PAYMENTS.

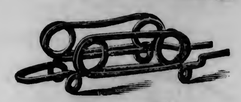
Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and move ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., PEORIA, ILL.

THE WORLD One Dollar A YEAR.

THE BEST IN THE WORLD.







·Patented Oct. 20, Dec. 15, 1885.

Price's Beauty Saddle, $7.00.
Triple Action Springs, $6.00.

ADDRESS

HUMPHREY'S SPRING CO. - - IRWIN, PA.



Patented in England and the United States

Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. C. BURLEY, BOSTON, Brighton District, MASS.

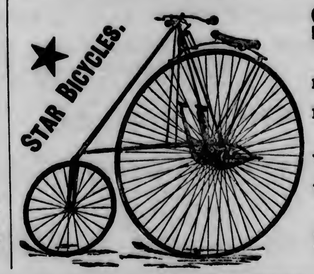
B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very Low Figures.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 Court Square, Boston, Mass., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.

THE ROVER SAFETY BICYCLE

— IS —

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.

For Sale A Bargain

A BRAND NEW 52 INCH

RAPID BICYCLE.

NEVER RIDDEN.

Owner left for Europe unexpectedly, to stay the summer. No better machine made. Address

RAPID,

BICYCLING WORLD OFFICE,

179 Tremont Street, Boston.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

IF YOU BUY, BUY TO RIDE.

ASK

What Bicycle Rides Easiest?
What Bicycle Climbs Hills Best?
What Bicycle Coasts Best?
What Bicycle Costs Least?
What Maker Guarantees Tires to Stay In?
What Bicycle is all Steel?
What Bicycle is Stiffest?

ASK

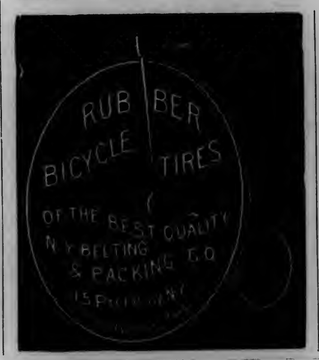
THE OVERMAN WHEEL COMPANY,

182 COLUMBUS AVENUE,

Boston, Mass.

OR

ASK ANY RIDER OF A VICTOR.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston Mass

TREMENDOUS SLAUGHTER IN

BICYCLE * HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of 63 cents per pair, post-paid. Hose that are no better are sold everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

ON THE ROAD THE COLUMBIAS ON THE PATH

BOSTON, July 6, 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS on COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD,
JULY 5.

¼-MILE (World's Record) 1.52
1-MILE (World's Amateur Record; Fastest Mile ever made in Competition), 2.34

WM. A. ROWE AT LYNN,
JULY 5.

4 MILES (World's Record) 11.05
5 MILES (World's Record) 13.57 2-5
6 MILES (World's Record) 16.47
7 MILES (World's Record) 19.38
8 MILES (World's Record) 22.24 2-5
9 MILES (World's Record) 25.18
10 MILES (World's Record) 28.03 2-5

THE COLUMBIAS AT BOSTON,
MAY 29.

1-MILE L. A. W. BICYCLE CHAMPIONSHIP RACE . . . A. B. RICH.
1-MILE L. A. W. TRICYCLE CHAMPIONSHIP RACE . . A. B. RICH.

THE COLUMBIAS AT LYNN,
MAY 31.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE RACE, 9.45 CLASS. . . . . CHAS. E. WHITTEN.
1-MILE RACE, 3.20 CLASS. . . . . CHAS. E. WHITTEN.
5-MILE OPEN RACE . . . . . GEO. M. HENDEE.
3-MILE HANDICAP RACE . . . . . CHAS. E. WHITTEN.
5-MILE PROFESSIONAL RACE . . . . . JOHN S. PRINCE.
AMERICAN CHAMPIONSHIP.

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN,
JUNE 11, 12.

1-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE OPEN RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . W. F. KNAPP.
20-MILE COLUMBIA CUP RACE . . . . . A. B. RICH.
1-MILE RACE, 3.05 CLASS . . . . . E. A. DEBLOIS.
5-MILE LAP RACE . . . . . GEO. M. HENDEE.
¼-MILE BOYS' RACE . . . . . F. A. CLARK.
3-MILE OPEN RACE . . . . . W. A. ROWE.
3-MILE HANDICAP RACE . . . . . E. A. DEBLOIS.

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN,
JUNE 17.

1-MILE NOVICE RACE . . . . . S. L. TRUESDALE.
1-MILE OPEN RACE, Time, 2.37 2-5 . . . . . W. A. ROWE.
2-MILE LAP RACE . . . . . GEO. M. HENDEE.
2-MILE HANDICAP RACE . . . . . F. S. HITCHCOCK.
¼ MILE PROFESSIONAL TRICYCLE RACE . . . . T. W. ECK.
WORLD'S RECORD. Time, .42 2-5.

CHAMPIONSHIPS ON COLUMBIAS,
SEASON OF 1886.

1-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.
1-MILE TRICYCLE . . . . . L. A. W. CHAMPIONSHIP.
4-MILE BICYCLE . . . . . N. A. A. A. A. CHAMPIONSHIP.
10-MILE BICYCLE . . . . . L. A. W. CHAMPIONSHIP.

THE COLUMBIAS IN THE WEST.
THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollinsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning at 4 o'clock, and in the 24 hours scored a total of 281 9-10 miles. His actual riding time was 21 hours and 23 minutes, 2 hours and 37 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1-2 miles, made by Munger of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY,
JUNE 19.

25-MILE INTER-CLUB ROAD RACE . . . . . E. H. VALENTINE.

On Columbia Light Roadster.

THE COLUMBIAS AT BROOKLYN,
JUNE 19.

1-MILE NOVICE RACE.
2-MILE HANDICAP RACE.
3-MILE HANDICAP RACE.
2-MILE CHAMPIONSHIP RACE, BEDFORD CYCLE CLUB.
5-MILE NEW YORK STATE CHAMPIONSHIP RACE.

The above Events won on Columbias.

LONG-DISTANCE RIDERS ON COLUMBIAS,
SEASON OF 1886.

AROUND THE WORLD (ON THE WAY) . . . . THOMAS STEVENS.
FROM NEW YORK TO SAN FRANCISCO . . F. E. VANMEERBEKE. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO . . S. G. SPIER. (ON THE WAY.)
FROM NEW YORK TO SAN FRANCISCO AND RETURN, GEO. B. THAYER, CORRESPONDENT OF THE HARTFORD *Post*. (ON THE WAY.)

CATALOGUE SENT FREE.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 WASHINGTON STREET, BOSTON.

12 Warren St., New York. Branch Houses: 115 Wabash Ave., Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 13 AUGUST, 1886. | Volume XIII. Number 15.

EVERYBODY KNOWS IT!

CAN'T KEEP IT!!

If what you make is the best of its kind, the fact will soon become common property.

The modesty of our claims in the past, for merit in the Victor, has resulted from our inability to fully supply the great demand.

We could not, however, conceal its good points. To ride it is to prefer it, and as cyclers are never slow to recommend what they prefer, the demand has often been far beyond our capacity to supply.

WHEELMEN ALL WANT IT, AND WHY?

BECAUSE IT IS { LIGHTEST RUNNING. BEST IN CONSTRUCTION AND MATERIAL. HANDSOMEST IN APPEARANCE.

SEE IT, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID."
TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York.
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in case of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED AND NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.



RUDGE TELEPHONE MAN.

HELLO!

STODDARD, LOVERING CO.

BOSTON.

I have been looking up the Tandem question, and I want you to enter my order for a RUDGE HUMBER. My girl says I've got to get one. I ride a 52 AMERICAN RUDGE, so that is the size to send. Check goes by to-night's mail. Will let you know how I like it, next week.

P. S.—Send me one of your Brooks long distance saddles for $2.25.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

REPAIRING A SPECIALTY. The most intricate work successfully performed.

TELEPHONE No. 4263.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 68 Wabash Ave., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 13 AUGUST, 1886.

PRESIDENT BECKWITH has never expressed a public opinion on the important issues of the day.

IF the Boston Republican Aldermen would vote for that PARK loan, wheelmen would have many fine avenues opened up for riding.

A DESPATCH from Albany says several of the clerical clergymen are sick but does not give the cause. The announcement follows that of their entertainment by the Hudson Bicycle Club. We cannot believe there is any connection between the two.

Will that eminently respectable transatlantic sheet, *Bi. News*, please advise us in its next how much Britannia metal in some of the prizes offered in England? The Irving trophy, for instance.

WE do not for an instant believe that the Irving trophy is other than sterling, but the *Bi-News* is fond of hunting for mare's nests and Hillier might discover something, you know.

OH, by the way, we have something to say to that Gentleman Lacy Hillier. His eagle eye detected an article taken from an exchange, which by an oversight was not credited, and a scurrilous fling was the consequence. In the *very next* issue to ours containing the article we made the correction. Evidently Lacy's goggles got mislaid and he did not get the eagle eye act in.

YES, and Bassett has gone dead blind, he copied that fling and *really credited* it to *Bi. News!* so we sent the dear man a marked copy of the correction, but he could not see it. O honest Lacy! O honest A. B.!

THE Boston *Herald*, after indulging in some more or less sensible platitudes regarding the Stickney accident, gives instructions on tricycling building which for downright brilliancy take the palm. This is what the *Herald* says: —

"What is needed would seem to be the arrangement of the mechanism to such a way that a sudden arrest of motion will not necessarily cause the machine to make a complete somersault. Rather than have such a mishap, it would seem to be desirable to have such an adjustment of parts that the arrested motion will find vent for itself in breaking some central part of the machine, throwing the rider or riders directly forward, but not in such a manner as to force them to land on their heads."

We would be as stupid as the *Herald* if we should stop to discuss these suggestions. Their absurdity will be apparent to any cycler, but we would mildly remark that a little care on the part of the riders is an essential element in safe cycling. The idea of having a machine which will break in some central portion at certain times is really too funny.

THE tandem accident by which Mr. R. H. Stickney lost his life and his wife received injuries, adds another to the list, — thankfully small, — of fatal cycling casualties. All the circumstances are very sad, and those who were acquainted with Mr. Stickney and his charming wife will realize how deplorable. It is a poor time to moralize, and one seems, perhaps, to be devoid of feeling who can, with cold analysis, speak of the causes. Yet if calling attention to the fact that the riders were riding at a fast pace down an incline on a lampless machine will cause more care, we shall feel we have done our duty. The short-sighted and selfish wheelmen who are raising such a fuss about the Orange ordinance should pause. Every wheelman should carry a lamp by night. It is a duty he owes to the public and to himself. If cyclers will not do so of their own accord, ordinances may become necessary. Bells are required on the silent sleighs in winter, and why should they not on the equally quiet rubber-shod cycles? If the New Jersey law, which has created so much feeling in New York, can be amended to require all wheeled vehicles to carry lights, it will be an improvement.

THE *Bicycling News* is making itself supremely ridiculous by its silly attacks upon every creditable performance of American riders. English wheelmen, whether visitors on machines or scoring victories against time on their home tracks have always been treated with courtesy, generosity and consideration by Americans. In return, the *Bicycling News* discredits every record made here, and without justification. None of the *News* men have been to this country, and are not capable of judging of the facilities offered here for fast time. It is a contemptible libel upon our countrymen to accuse, as the *News* does by implication all our racing men and race officials with deliberately conspiring to fo'st upon the public false records. We have charitably laid the cause to the malady of dyspepsia, but in truth it is a malicious attempt to destroy the efforts of Springfield, Hartford, and Lynn to give us good races, in which the best men of the world shall compete. These big meetings have done much to increase the interest in cycling, and the *Bicycling News* in discouraging them is injuring, to the extent of its influence, the interests of its advertisers who are supplying this market with imported wheels.

BICYCLING WORLD one year, and Wheelmen's Reference Book, for $1.25. Send in your subscription.

Postal Card Brigade.

ANY ONE sending us a postal card, or note sheet containing an interesting item of cycling NEWS will be credited on our books with TEN CENTS which can be had on demand when the amount due has accumulated to one dollar or more. We are bound to have the news from everywhere. But we want it BOILED DOWN.

Wanted, the News.

WE want correspondents to represent us at all times and at all cycling events. We will remunerate all correspondents at uniform rates, which can be obtained on application at this office. We particularly want good reporters in the following places: Hartford, Conn.; New Haven, Conn.; St. Louis, Mo.; Lynn, Mass.; Springfield, Mass.; Worcester, Mass.; Orange, N. J.; Cleveland, Ohio; Buffalo, New York; Albany, New York.

A Fatal Accident.

FOR the first time in the history of cycling in this country we have to chronicle a fatal accident to a rider of a tricycle. The victim, Mr. R. H. Stickney, was a well known cyclist in the neighborhood of Boston. The circumstances, briefly, are as follows: Mr. Stickney and his wife were both enthusiastic riders of the three wheel. Lately they purchased a tandem. For the past few weeks they have been guests at the Woodlawn Hotel, Auburndale, and the roads in that vicinity and the Newtons have afforded the couple ample opportunity to enjoy their favorite pastime. Last Thursday evening as usual, they started for a ride. Their route lay over Beacon street, to the Reservoir, while at this point the sky showed evident signs of rain and so it was decided to run home by the most direct road, which lay through Brighton. Darkness had fallen, and without any lamp a start was made; all went well until Brighton was reached, here the machine was coasting along at considerable speed when to avoid an obstacle, Mrs. Stickney who had control of the steering, turned the machine too short, the result was almost instant contact with the curbstone of the sidewalk. Mr. Stickney applied the brake, but the distance was too short to allow of a stop being made, and like a flash the unfortunate gentleman was hurled through the air, over the head of his wife and thrown heavily on his head. Mrs. Stickney was thrown under the machine but escaped with slight injury. Mr. Stickney did not lose consciousness, but at once asked if his wife was hurt. Passers by rendered all assistance in their power and medical aid was called. The two injured riders were assisted to the fire-engine station just below the point of accident, and arriving here the lady fainted. Mr. Stickney rendered assistance, fanned and bathed the temples of his wife, who soon regained consciousness. It now became evident that Mr. Stickney was very seriously hurt, and he showed evident signs of collapse. Hastily the injured man was placed in a carriage, and the Woodlawn was reached in due time. Mrs. Stickney at once proceeded upstairs to get the room ready for her husband's reception, imagine her consternation and dismay on descending to the room in which she had left her husband to find him dead. Mr. Stickney at the time of his death, was about 25 years of age, the remains were buried from his father's house last Sunday at 2 P. M.

What can our lips utter, what can pen wielded by our hands indite, that will take one iota of the weight of grief and sorrow from the bereaved young wife? would that we could lighten the load a bit. To her and to the deceased man's many friends, our whole heart's sympathy goes out. Words are empty sounds at the best, but on all sides we have heard the most sincere expressions of grief and sorrow. Boston has lost one of its brightest young business men, a circle of friends a loved companion, and a family has been stricken to the heart.

Chicago.

THIS city has lost one of its best known and most popular wheelmen, and the Pope Manufacturing Company a valuable man in Major Wm. M. Durell, who died very suddenly Tuesday, 4 August, at half past seven in the morning. The circumstances of his death were very sad. He was taken with severe pains in the head about ten o'clock the night before, but was quieted by the doctor so that he slept all night. The next morning his wife was awakened by his heavy breathing, and before the doctor reached the house he expired. The news spread about the city with great rapidity, and the house was soon besieged by callers who were eager to offer their sympathy and any assistance in their power. The funeral was held Friday afternoon at the late residence on East Oliver street, and was largely attended by bicyclers as well as merchants and club men about town, and the many friends of the family. The room in which the casket lay was a mass of flowers in various appropriate designs, which completely covered every available space. Prominent among them were handsome offerings from Gormully and Jeffrey, the John Wilkinson Company, and the Chicago Bicycle Club. The survivors are a widow and three children.

MAJOR WM. M. DURELL was born in North Carolina about forty-two years ago. His early years were spent in that section, but at the opening of the war he joined the Confederate army and rose to the rank of Major, losing one arm in the battle of the Wilderness. After the war he came North and occupied several business positions successfully. For the past two years he has managed the Pope Mfg. Co. Branch store in this city. His personal characteristics were such as to endear his many friends to him, being generous to a degree, with a great big, good heart. that caused his pocket book always to be at the disposal of a friend. In cycling circles he was active and prominently identified with all local events. He was esteemed by everybody and loved by many, and it will be a long time before he will cease to be mourned.

THE next tour of the Western Division will take place 14 August. A large number have already signified their intention of going, and this bids fair to be the largest party of the season so far. The expense of the round trip will be about five dollars.

THE recent races of the Chicago Bicycle Club netted about $100, which will go towards the newly started club-house fund. There were about four hundred people in attendance, and the different events were interesting, although entirely made up of local racing men. The boys are pretty well satisfied and propose to have another meeting, after the same order, this month.

S. G. WHITTAKER has left the employ of the Simmons Hardware Company, and is now amusing himself at Clarksville, where he intends to knock all the road records before he goes to work again.

SPECULATION as to who will manage the Pope store is rife, and there are some rumors afloat to the effect that it will be offered to a well-known local wheelman. PHILO.

Manhattan Meanderings.

THE King's County Wheelmen and guests had a large time last Thursday night. It was in the nature of a big feed, with a powwow supplement, the occasion being the presentation to the winning team of the Alphabetical Association's road racing trophy, which, you will remember, was won by the K. C. W. "four" on 12 June. The *venue* was at Dillard's, the hour nine. About sixty wheelmen had been invited. After they had discussed the excellent *menu* provided, to the satisfaction of themselves if not to the *menu*, cigars were brought, chairs were tilted back, and amid a halo of Havana vapor, Chairman Hilson rapped for order and introduced Mr. E. J. Schriver. To Messrs. Schriver and Liscomb had been deputed the presentation, but the New Yorker was not in talking order and he contented himself with introducing his colleague. The latter made a neat speech. He entered upon his duty, he said, with timidity not unmixed with astonishment, — pretty sentiments for a lawyer — astonishment that the gentle gazelles before him could prove such terrors, when divested of their superfluous clothing and let loose on the-

damaged macadam of New Jersey; and timidity, because that is the normal condition of the "fossil," of which he claimed to be a well-preserved specimen, when in the presence of racing men. He topped off his humorous remarks with some good sentiments, and sat down amid the applause of the assembled multitude. After President Hilson had decided to accept the "trophy," which he did with an appropriate preamble, the following toasts were responded to: "The Association," F. J. Schriver; "Field Officers," T. L. Bingham; "The Victors," T.B.Hegeman; "The Vanquished," E. W. Johnson; "The Press," C. Lee Meyers; "New York," T. C. Smith; "New Jersey," J. C. Wetmore; "Brooklyn," F. W. Loucks. The trophy is a solid silver cup, eighteen inches high, valued at $250. The K. C. W. will hold it till next November, when the second race will be run.

I WENT up to the Citizens' house last Tuesday, to see the clerical wheelmen start on their jouney. There were some fifteen clergymen among the party, and the tour evidently did not draw as well as Commander Stall anticipated. Some wandered aimless around the parlors, inspecting the elegantly mounted photos, — mementoes of by-gone League Meets, —others writing preliminary notices of the tour for newspapers, for nearly every man had engaged himself to keep some paper posted on their progress. There seems to be an impression that the tourists are a band of cadaverous dyspeptics, who are touring in search of health. But nothing is farther from the truth. The Rev. Stall himself, is over six feet, and of such physique that many a professional slugger would count ten before making up his mind to "tackle" him. While waiting for the hour of starting, the tourists exchanged anecdotes on their experiences in Gotham. One tall, ungainly, angular, peaked, bespectacled, bird-like individual had excited a small boy while crossing City Hall Park, a small boy remarking, "Say, paw, is that a boy or a man," and we could easily forgive the question.

SCORE one for the League. Scene, country road. *Dramatis personæ*. Tom Jones, son of Squire Jones, Great Mogul of the strictly one-mule rural community of Bugville Centre, riding along behind spavined mule yclept Get-a-Long. We say riding, because at painfully long intervals the mule might have been noticed by a lynx-eyed observer to move one leg, then another. Enter two cycling tourists, members of Ixion Bi. Club, of Gotham. Mule takes it into his head to bolt; mule does bolt; buggy much shattered; boy shaken up; cyclists assist boy to go home, giving him their addresses. Squire Jones, acting under advice of eminent counsel, who sees a chance to make a fortune, puts the boy to bed, where he is kept, much against his will be it said, for two weeks. Doctor in daily attendance; result, large bill. Lawyer then writes wheelmen that he will bring suit for damages at once. Wheelmen consult League officials. League attorney writes polite letter, telling Corkscrew that the matter has been placed in the hands of the great L. A. W., 10,000 strong, and that they were just pining to waste some money on a lawsuit. Corkscrew thinks he has caught a tartar, brings no suit, and accepts a reasonable fee from Squire Jones. This is a good example of the moral force of numbers. Score one for the League, say I.

FRANK EGAN, the "old man eloquent" of the Ixions is back again, bronzed as a Patagonian, or a Mexican rancherero. "Yachting," says Frank. Exposure on the race-course, whispers some one.

THE King's County Wheelmen, spurred on by the indefatigable Schwalbach, have announced a race meet for 18 September. The Meet will be first-class, as usual. Entries close 1 September with Charles Schwalbach, 124 Penn street, Brooklyn, N. Y.

DR. BECKWITH is off, for the whole of August, to a land where Duckers do not dwell, neither do Rentons break through and sue for libel.

I AM told that Brooklyn riders carry their park badges on the crowns of their hats these hot days. They cast a grateful shade, and the park commissioners are to be thanked for their forethought. I am also told that a prominent Brooklyn racing man has cut a groove around his, in which he practises, and is willing to let out for race meetings. This may be a fallacy, however.

KLUGE is now touring between Gotham and Quakerville, Pa. He will do a great deal of road work, preliminary to his path preparation for the fall tournaments. TITNAM.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at law and solicitor of patents, 258 Washington street, Boston: —

No. 345,851. Velocipede, Henry J. Lawson, Coventry, Eng. (Patented in England in 1879). A bicycle with smaller rear wheel and provided with a pedal crank-axle arranged between the front and rear wheels and connected to the latter for driving by an endless chain and socket-wheel.

No. 346,078. Velocipede, Alfred Vick, Mount Carmel, Conn. A child's hobby velocipede.

No. 346,208. Tricycles, W. J. Lloyd and William Priest, Harborne, Eng.

No. 346,292. Velocipede, E. G. Latta, assignor of one half to A. C. Latta, Friendship, N. Y. Among other points a compound tire composed of an outer elastic part and an inner fibrous part united by corrugated contact-surfaces.

No. 346,667. Velocipede, John C. Maret, Paducah, Ky. A tricycle. Among other points has a lamp holder having a movable arm whereby the light may be thrown to the ground immediately in front of the tricycle or at a distance therefrom.

Opinions and News, in Brief.

THE Pope Manufacturing Company lose one of their most valuable assistants by the death of Maj. Durrell.

* * *

THE Canadians rise and expostulate at the manner in which Mr. D. Edgar Hunter tried to come it on them.

* * *

THEY say, D. Edgar, that you tried to pass as a Canadian citizen. So show your colors, D. E. Stars and stripes or St. George's Cross?

* * *

IN Canada they still speak of "the silent steed," and the speaker lives, — ye gods!!

* * *

NOW that Jenkins is a tournament manager, he is called Frederick. When he was a humble press man, it used to be Fred.

* * *

NOW that the cycling firms have ball nines, we presume we shall hear something about professional ball players. If the Racing Board was consistent, would not there be a rumpus? Hist boom, ah!

* * *

WE wish Col. Pope and George Day would come home and settle down. We are very weary from reading the repeated announcements reiterated that they will sail on a certain day.

* * *

IF some of the black-tight class of cyclers could only see themselves as others see them, they would not use those articles except for bathing purposes.

* * *

IT is a very remarkable thing, one of our cycling papers, that pretends to give the news, has never mentioned to its readers that the Pope-Overman war is ended. There is a method in the editor's madness.

* * *

WE hope our friends will join our postal brigade. We want the news and we will have it. The WORLD is going ahead and gaining in circulation fast. Advertisers please note.

* * *

OUR printers will insist on setting the Irish champion's name McCredy instead of Mecredy, as it should be.

Wheeling gives Furnivall a sound penlashing for adopting waiting tactics in a championship race. It well says that it is selfish in a man like Furnivall to refuse to take the lead and take advantage of an inferior man's work.

* * *

HARRY GORDON, of St. Louis, is now an amateur, but he is almost willing to sacrifice his standing if he can beat "Hal" Greenwood — and win $225.

* * *

WHITTAKER is now at Clarksville, Mo., and before he leaves he wants to see what he can do with the five, ten, twenty, and hundred mile records.

* * *

LYNN *Bee* states that the Waltham Club retires from the L. A. W. as a club. The members will retain their individual membership.

* * *

NOW that the L. A. W.-A. C. U. trouble is over, we must turn our eyes across the briney, and ask the N. C. U., "Well, what are *you* going to do about it?"

* * *

THE rumors that President Beckwith may resign are so far without verification. Cause assigned, unpleasant notoriety recent events have given him.

* * *

IF we mistake not, the Dr. is not one to retire at the present juncture. He will see the circus through, we think.

* * *

WE are promised a new thing in tricycles, this time the offspring of the brain of a Palmer, Mass. man.

* * *

THE Boston Club one-hundred mile road race is to be run under A. C. U. rules.

* * *

MR. MCCURDY desires to state that he does not intend going West to down Hollingsworth's record as reported.

* * *

IT is pretty generally understood that "Karl Kron" desires to be known by his *non de plume* only, and this desire through courtesy should be respected.

* * *

THE *Wheel* criticises the English as produced by the *Recreation* Editors who have a joint experience of thirty-seven years.

* * *

A MR. J. W. M. BROWN is to start 8 August, on a Safety and try to break the Lands End to John o' Groats record.

* * *

THE English cycling papers report a great increase of interest in photography in conjunction with tricycling. We are pleased to note a similar increase of interest in "the States."

* * *

AN English cyclist lately gave the driver of some cows a severe drubbing because he would not get his cows out of the way.

* * *

FRED T. MERRIL, of Portland, Or., is coming East with the dual intention of racing and buying a stock of bicycles for shipment to and sale in his far away home.

* * *

DUCKER says *he* can produce piles of letters from prominent wheelmen advising him to stick to the chief consulship. All right, trot 'em out Henry.

* * *

AN Illinois man claims an invention, the application of which to a bicycle will enable the rider to go a mile in two minutes or better!!

* * *

WE have to thank *Wheeling* for the stand it takes against the senseless attacks some of the English cycling papers make on things American.

* * *

Wheeling says "the cheap sneer" (of *Bi. News*) "which is directed against Springfield as a gate-money meeting is open to the terrible retort that the N. C. U. hunts gates with avidity."

* * *

FRED JENKINS talks plain turkey to Henry E. in last week's *Bulletin*.

* * *

STRENUOUS efforts should be made to confine the war. The first thing we know, the whole land will resound with battle's horrid din.

* * *

THE Columbia base ball nine is likely to have its ambition satisfied, as W. B. Everett & Co. have a nine in the field, F. Horsfall Capt.

* * *

IS it not an exceedingly "circular singumstance" that *Bi. News* does not have a caniption fit over the value of the Irving cup?

* * *

WE hear that one of the Vanderbilt's is at Harrowgate, Eng., and is a convert to the tricycle.

* * *

AN estimate is made that there are three hundred thousand bicycles in use in England.

* * *

THE long-distance record craze is being frowned on in England. The abuse a man subjects his body to in some of these rides is fearful.

* * *

ST. LOUIS riders prefer rough, bad roads to smooth level stretches. We are glad they are so easily pleased.

* * *

WISE Western words to our racing men. Be careful and not overdo yourselves, and thus become stale in the fall.

THE Lynn Cycle Club have an offer from Hon. James N. Buffum to build them a club house.

* * *

WHEELMEN know which cycling paper gives the most news, even if some editors won't admit it.

* * *

WHAT should we poor ink dispensers do if it were not for Ducker? He always furnishes us with something to write about.

* * *

MASSACHUSETTS' new chief consul is more toney than the one "under suspension." Ducker used to be content with the New Marlboro for meetings, but Hayes chooses Young's Hotel.

* * *

THAT 's right, Brother Hayes, the best is none too good, and the facilities at Young's for late sessions are good.

* * *

THE Springfield management are stiff in their assertion that the racing contingent from across the water will be numerous. We print under racing news the list of men expected.

* * *

WILKESBARRE, Pa., has been enjoying a bicycle lantern parade. It was a grand success, one hundred and twenty-five riders participated. 6 August was the date.

* * *

PRAY what business has New York Division to arise and endorse President Beckwith in the Ducker matter, which is none of their business?

* * *

THIS was a blunder, and it does seem as if blunders were the order of the day in the L. A. W. lately.

* * *

WE hear Mr. Bassett is practising that pathetic song, "How happy I could be with either, were t' other dear charmer away." Ducker and Beckwith will form the audience.

* * *

ARTHUR R. HILL of Salem, who was upset and had his bicycle smashed by a collision with a team in Saugus lately, has commenced suit for damages against the owner of the team.

* * *

MISS EMMA L. WALDO, of Hartford, was recently chased by a runaway team at Oak Bluffs. There was no chance to turn out and allow the horses to pass, so there was nothing to do but pedal for it. Miss Waldo, appreciating it was a case of life and death, made a gallant rush and managed to keep ahead until a turning off place was reached. It was a period of intense excitement for the crowd who watched the race but could not help her. Cheers rent the air when the plucky little lady reached a place of safety.

CURRENTE CALAMO

A YOUNG Southern journalist is said to be anxious to distinguish himself *a la* Stevens and bicumnavigate the globe. The gentleman's name is not yet divulged but he says he is going. His present diet is oatmeal and beef.

THE C. W. A. have been following the lead of the L. A. W. and cutting off amateur heads. The *Herald* says: At a meeting of the membership committee of the Canadian Wheelmen's Association held at Simcoe. Ont., 27 July, five wheelmen, viz., Fred McMahon and H. Marlatt of Simcoe, Sydney Dixon, Hagersville, and T. Walker and R. Hiscock, Caledonia, were deprived of their amateur standing for the taking part in a bicycle race held at Hagarsville, Ont., on 1 July, at which money prizes were offered. McMahon and Marlatt, being members of the association, were expelled. Amateur wheelmen are cautioned against competing with these riders in future.

IN an interview Ducker is reported as saying "I have been wilfully and persistently misrepresented and if I am pushed too hard lightning will strike in certain quarters and strike hard, too. When it does, it will leave an ugly scar that can never be effaced." Stand from under!!!

L. A. W. State Divisions are pretty generally issuing road books. This is a step in the right direction. Now if the League will only take up road improvement in the same way as proposed by the Philadelphia organization, it will take an immense stride in popular favor.

DOCTOR KENDALL, marshal of Eastern Division, L. A. W., will leave for Old Orchard to be gone about a week. In his absence, all matters pertaining to the touring department of the Eastern Division will be attended to by J. E. Savell, Asst. Marshal, Roxbury, Mass.

THE other day we were down at Nantasket, and there we met a man who solemnly assured us that the day of the steel suspension wheels for cycles would soon be past and gone, and that wooden wheels were to take their place. We listened, and marvelled muchly.

NELS GLODEN, of the Worcester Bicycle Club, rode from corner Mechanic and Norwich streets. in Worcester, Mass. to Faneuil Hotel, Brighton, distance forty-one miles, as measured on this occasion by one McDonald and two Lakin cyclometers, in 2.48. He was timed by E. M. Santon, George F. Warren, and N. Flagg, all of the Worcester Club. Santon went over the course after him in just three hours. Gloden lowers the record by thirty-two minutes. and Santon by twenty-one minutes. Both men rode the 1886 pattern of Victor bicycle. No dismount was made except at Chestnut Hill.

LONDON *Wheeling* has been always square and fair on all cycling matters this side of the water. In the last issue it deprecates the constant attack and sneers bestowed on American records and affairs, and says: "We refuse to believe that if Speechly can do 2.34⅘ on the Crystal Palace track, it is impossible for Hendee to do 2.34 on the finest track in the world, viz., Springfield — and disbelieving this, we are patriotic enough to feel confident that Speechly would nevertheless beat Hendee if the men met. But to argue as some do that because 'it 's American, you know,' it must be untrue, is an insult to the American wheel world and sporting press which we, and we trust all readers of *Wheeling*, have nothing but contempt for." On behalf of America, we say to *Wheeling*, shake!! In contrast to the sneering, whining comments of that eminently respectable paper, the *Bicycling News*, this manly, sportsmanlike treatment is refreshing, and makes one thank Providence that all English cycling editors are not alike.

Massashusetts Division L. A. W.

THE Massachusetts Division officers were to convene on Tuesday of last week — were to, but did n't. Hill and Kendall, of Worcester; Green, of Holyoke; and Lawton, of Springfield, at the expense of time and money, were at the appointed time and place. What did they find? Not much. They found new Chief Consul Hayes in a nice room at Young's ready and anxious to push the old Bay State ahead. They found Amee and Parsons, of Cambridge, and Pratt, Whitney, and Dean, of Boston, on hand to give a lift. Well, what was the matter? Simply this — There was not a quorum. Why was there not a quorum? Because these representatives did not attend: F. E. Hawks, of Greenfield; W.G. Kendall, of Boston; Geo. Chinn, of Marblehead; Abbot Bassett, of Boston; H. S. Willison, of Pittsfield; W. S. Slocum, of Newton; W. J. Harris, of Boston'; E. H. Foote, of Somerville; A. W. Dyer, of Lawrence; W. M. Pratt, of Brockton; C. S. Howard, of Boston, J. S. Webber, Jr., of Gloucester; and W. H. Ensling, of Roxbury. The evening was spent in an informal discussion of matters relating to the business of the division, but no action could be taken because all of the above men stayed away. The chief consul will call the annual meeting of the division at an early date, when it is hoped the members will try and be on hand, and not let Massachusetts remain in the dump any longer.

No quorum at the Massachusetts Division meeting.

JAMES H. LEWIS was assaulted by some little stone-firing boys in Newton. Boy captured and fined for assault. Counter charge of boy against Mr. Lewis, who was acquitted. His lawyer, Mr. Slocum, charges $10 for defending him. Mr. Lewis asks Massachusetts Division to pay the bill. Sense of the meeting that it should. No quorum, so no formal vote. Stayaways prevent.

E. K. HILL, of Worcester, two-track tricycle, North Shore touring, started Wednesday.

Old Country Talk.

I HAVE been racking my brains to remember whether I prophesied in the columns of the WORLD the victory of R. J. Mecredy in the twenty-five mile tricycle championship of the N. C. U. [You did. Ed.] If I did not, I pour ashes on my head and tear my hair *à la mode* of the ancient and down-on-his-luck Hebrew; but if I did, any gentleman recognizing merit can stand "London W" a drink, to be repaid to me later on, for Mecredy won, and that handsomely. No butterfly race was that twenty-five miles, but a deadly plough through seventy-five laps of soaked gravel with seventy-five hills to mount — at least, to be correct, the one hill in the Alexandria Park track seventy five times. George Gatehouse, of Cambridge University, on the strength of a splendid lap spurt on the Thursday previous, when he ran clear away from Mecredy, was a raging favorite in the field of a dozen or so, which was eventually reduced to four who finished. The pace was slow owing to the awful state of the track, the rain descending as they rode, but whenever Jack Lee, of Claycross, eased in pace-making, Mecredy forced the favorite along. In the last lap Leeming, the trainer, blew his whistle for Gatehouse to go, and he went by Lee, followed by Mecredy, who slogged on after him, and challenging in the straight, beat the Cambridge man for pace and won easily at the finish by four lengths. Lee was an easing up third, and A. H. Fletcher lapped fourth. Mecredy, who is champion of Ireland, is much liked in England, and his win was very well received. He rode a "Quadrant."

WE have at last got a track approaching in some degree to your splendid paths, — Long Eaton, to wit. About two and a half laps to the mile is this path, with corners banked to the taste of the most fastidious, and here on 24 July the N. C. U. decided its five miles bicycle championship. Furnivall was once again successful, W. A. Illston running up, with Geo. Gatehouse third. The final heat was the finest we have yet seen in the championships, the three placed men running a terrific race without a foot separating them for nearly 700 yards, Furnivall's strength beating Illston's pluck at the last. In the heats there were some surprises, notably the collapse of Speechley, who has trained off, and of Osmond and Adams, who had both beaten record in a private trial. Webber did not go, nor English.

THERE is only one more championship to be decided, the fifty miles bicycle at

Lilliebridge, and for this F. J. Nicolas, a probable winner and thorough stayer, is *hors de combat*, and will probably not race again. Webber tells me he thinks he must have a smack at "the last of 'em," and vows that his interior is all right, so you may expect Alphabet's name to be returned as that of a starter. The boy is out of training however, and his pluck may not suffice to beat Gatehouse, Hall, and Fenlon, who will probably supply the winner among them.

THE long-distance ride of G. P. Mills has given rise to much controversy in the press here, many of the dailies commenting upon it, and the general drift is in condemnation of the principle. As the lodging-house domestic remarked, when want of room forced her to sleep with her head under the sink, "it aint 'elthy," Here is a youth who has only seen twenty summers riding for five days with only six hours rest. *C'est magnifique mais ce n'est pas* — common sense.

ALREADY various maniacs are oiling up and preparing generally for the road to beat the Mills record. We look upon them as poor fools until they succeed, and then some of us "gush" at them, while others inquire whether they made anything out of it, and on being answered in the negative, conclude that our original idea of their mental calibre was more than correct.

Bicycling News, the organ of Lacy Hillier, has just burst into hysterical headlines over the value of Springfield prizes, which it declares to be mere shams, and nothing like worth the advertised prices. Hillier's bias against American men and things is so pronounced that he may have been led into error over this matter. *Wheeling* promptly takes up the cudgels on behalf of Springfield, and which of them is right, verily, I neither know nor care. This I do know, that Webber, who won a fair share of prizes, is perfectly satisfied, and swears broadly that every man of the English crowd knew that the prizes were not silver. But this we can well leave to H. E. Ducker.

C. W. NAIRN, the generally liked London editor of the *Cyclist*, who steers clear of all cycling polemics, and would rather dance with a pretty woman than address a meeting of wheelmen, won the road tricycle handicap of the Ripley Road Club with twelve minutes start in nine miles, A. L. Bower, the scratch racing man, second from the thirty seconds mark, and Ed. Lloyd, better known as "The Welsher," of *Wheeling*, five and a half minutes, third. The victory of Nairn, who is playfully known as the "Old 'un," was very popular.

Wheeling is running a kind of competition as to the six best past and present amateur bicycle riders, path and road, yet seen. Various well-known men have sent in their selections, and Cortis is chosen by most as absolutely the best on the path, Furnivall being next in point of favoritism, while on the road the favorites are Mills, of the Anfield, and Osborne, of the Surrey.

HOWELL, the professional champion, has had a very bad fall, and will probably not be seen at Springfield, where Wood should have a very pleasant time.

THE BARD.

LONDON, 29 July, 1886.

All Sorts and Clippings.

"OVER the handle-bar" is no longer a refrain to be sung by the bicyclist; that is, if said bicyclist uses Foote's anti-header. Get one and be convinced.

THIS is trying weather for stout people. Too much meat adds materially to their discomfort, and fruit, vegetables and pastry are fattening — and few are they who can live on the memories of last winter's nourishment — *Life*.

F. W. ALLARD on the Marlboro' Club tricycle has been playing havoc with records. On this celebrated machine he beat Furnivall and Gatehouse.

DE BAGGS — "I know how to manage my wife."

Bagley — "You do? Then why don't you manage her?"

DeBaggs — "She won't let me." — *Phila. Call.*

STEVENS'S machine has been rolled over by horses and things. but the Columbia stood it, and still carries Stevens.

JOHN L. SULLIVAN has gone to New York to live, and the New York ball nine has been thrashing the Bostons on the Polo Ground. Has Boston any excuse for living now? — *Life*.

THE Rudge took four prizes at the Montreal races and three on Boston Common 5 July.

EXTRACT from a young Newport swell's note to a friend: "Sorry i Can't bee introduced two Your sister This afternoon, mi Valett left mi Three o'clock Suit in new York and I kouldent Go out in a Checked suit Then. Orfully sorry. Faithfully yours, Algernon Bertie Silly. — *New York Mail.*

EVERY one should have their machine in the best possible condition. This can be done by using a bottle of Ardill's Liquid Enamel, price 75 cents. Stoddard Lovering & Co. Agents, 152–158 Congress street, Boston.

THE man who does not secure a picture of the leading wheelmen as advertised on page —— will miss a good thing.

LOOK at the list of events, and the prizes offered by the Connecticut Bicycle Club. The announcement will be found in our advertising columns.

MR. BAXTER was about to take his wife and children out for a sail. "Come on," he said, "there 's a spanking breeze and we must n't miss it." "Papa," interrupted his little son, with his hands folded behind him, "take the rest of the family and go. With that kind of a breeze blowing I don't want to be caught in a little boat with mamma until I have learned to swim. — *Washington Critic.*

THE Downes Cyclometer, which the Overman Wheelman Company are bringing out, has been delayed somewhat to add some valuable improvements which have been lately devised, but now it is "all right."

THE earliest mention of the cyclists' much-loved machine is found in Homer's "Iliad." Achilles burned to avenge the death of Patroclus, but was without armor. Jupiter gave permission to the gods to take sides, and Thetis went to Vulcan, and while she was bespeaking his kind offices in making a new suit of clothes, described the then occupation of the gods. which is thus translated by Pope:—

"Full twenty tripods for this hall he framed,
Which played on living wheels of massive gold
(Wondrous to tell) instant with spirit moved
From place to place, amidst those bless'd abodes,
Self-moved, obedient to the beck of gods."
— *Bridgport News.*

MANUFACTURE

The King Bicycle.

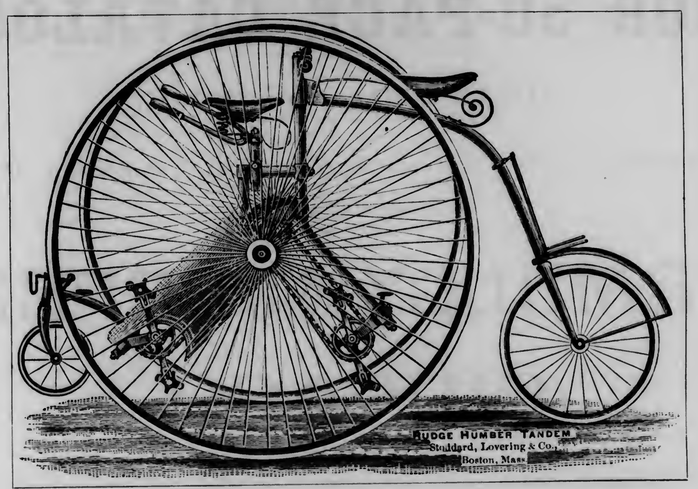


THE new lever motor was invented for the King tricycle and its application to the bicycle will be more easily understood by first explaining it as it will be used on the tricycle. Two propelling drums or pulleys are used on the axle, and these are connected by straps to foot levers. One strap is attached, at an equal distance from either end, to one of the propelling drums and the front end attached as a propelling strap to one lever while the end passing over the rear of the pulley is attached as a retracing strap to the other lever to raise it, while the other is descending. The other strap is similarly attached to the other propelling drum and to the foot levers, and either lever is raised without the aid of a spring, simply by the depression of the other lever. In the bicycle the large wheel prevents such an adjustment of the straps with both levers. Of the several devices I have patented I prefer the following: I use one propelling drum and a narrow retracing drum at each end of the hub, and rigidly connect the propelling drum at either end, through the tubular axle, to the retracing drum at the other end of

THE

RUDGE HUMBER

TANDEM.



The KING of all TANDEMS.

Faster and safer than a bicycle. Convertible into either a single or double tricycle. Fitted with double brakes, adjustable front bar and dress guards. Built for American roads.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

NEW YORK HEADQUARTERS.

GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

NO PURCHASER CAN AFFORD TO MISS

APPLYING FOR THE LAST EDITION OF

OUR 50-PAGE CATALOG,

PRINTED IN JULY,

Which contains many recent testimonials regarding the Cycles manufactured by

GORMULLY & JEFFERY,

CHICAGO.

THE AMERICAN

CHAMPION.
CHALLENGE.
SAFETY.
IDEAL BICYCLE.
IDEAL TRICYCLE.

ALL OF WHICH ARE

Thoroughly High-Grade and Reliable Machines,

AND HAVE NO SUPERIORS FOR USE ON AMERICAN ROADS.

the hub, when the descent of a lever on one side of the driving wheel, will simultaneously raise the lever on the other side of the wheel. The retracing drums also control the ratchet dogs, causing them to engage the ratchet teeth only on the side where the lever is descending, and this may be disengaged by a slight pressure of the foot upon the other lever, and the rider can rest both feet on the pedals, and coast as noiselessly as if on ice with runners. This also enables him when he dismounts to run his machine backwards, a great convenience which will be appreciated as an advantage.

The axle does not revolve, hence the new patent anti-frictional bearings are not used at the junction of the forks with the axle, but within each end of the tubular hub.

RACING NEWS.

Allard rode a mile on a trike, 24 July, in 2h. 53 3-5, making the first quarter in 43s., against a strong wind, on a Marlboro Club. The Elmira meeting should be kept in mind. See their advt.

Latest advices from England report Howell as improving. The rate of his progress towards recovery, is slow but steady.

T. Battensby captured the ten-mile tricycle record for the world, 26 July, on the Coventry track. From the 6th to 10th inclusive, the time is "best on record." Balensby rode a Rudge Royal Crescent:—

MILES.	M. S.
1	3.3
2	6.9
3	9.12
4	12.18
5	12.25
6	18.35 2-5
7	21.41
8	24.48 2-5
9	27.59
10	31. 2 1-5

The N. C. U. records committee have passed the following claims to record:—

BICYCLE PATH.

H. A. Speechley, one mile: 2.3h., 4-5; three miles, 8.20 2-5, at Crystal Palace track, 3 July, 1886.

TRICYCLE PATH.

G. Gatehouse, two miles: 5.57 4-5, at Alexandra Park track, 15 July, 1886.

TRICYCLE ROAD.

A. H. Fletcher, 250½ miles: 24, 21 June, 1886.

The Albany Wheelmen will give a race meeting 28 August. We give a list of events:—

The following interesting programme was arranged for the tournament:—

1. One half mile dash, open, two prizes.
2. One mile novice race, open, medal and prize.
3. First heat of two mile team race between the Albany and Troy Bicycle Clubs and the Trojan and Albany wheelmen.
4. Five miles open race, two prizes.
5. One mile club championship for a medal.
6. Three mile championship New York State division L. A. W. for a medal.
7. Second heat of team races.
8. One mile time race, to beat 3.40, open, medal and prize.
9. Five miles handicap club race, medal and prize.
10. Consolation race, one third of a mile, for League pin and prize.

The track, which is in charge of Manager Charles Weaver, of the grounds, is one third of a mile cinder, and very fast. A new covered grand stand has been erected, and every arrangement made for the comfort of visitors. Entrance fees to each open race have been placed at one dollar, and may be sent to Capt. H. E. Hawley.

Kansas division L. A. W. will hold a meeting at Junction City, Kas., 22, 23 September. The programme is not quite complete. For particulars, address Chas. S. Davis, Junction City, Kas.

A Correction.—Racing entry blanks for September races, recently sent out by the Connecticut Bicycle Club, omitted the price for promateurs. Fees for promateurs and amateurs are the same, $1.00 for each event. Geo. H. Burt, *Sec'y*.

The Detroit Bicycle Club will give a race meeting Saturday, 21 August, for amateurs and promateurs at their "Bicycle Park." The track is in the best of condition.

The 100-mile tandem road record was beaten 21 July, by A. P. Fletcher and A. W. Gamble, of the Anfield Bicycle Club. The time being 8h. 4m. for that distance.

The date for the Boston Club 100-mile race, is fixed for 27 September, the start to be made at 11 A.M. The course will be carefully laid out, and will measure fifty miles. There will be two classes, the amateur and promaker, and the races will be run under A. C. U. rules. Entries, accompanied with $1.00, to R. J. Tombs, 36 St. James avenue, Boston. Entries close 25 September, at noon.

Furnivall to the front in the five-mile amateur bicycle championship. This race took place 24 July, near Nottingham, and was won by Percy Furnivall, beating Illston and Gatehouse in the good time of 14.44 1-5.

F. Wood won the twenty mile professional bicycle championship, 24 July, at Leicester. Wood did not have much of a field to race against. The time made was not very fast, 1.5.17.

The fifty-mile road championship of Ireland, took place in the Phœnix Park, Dublin, 24 July, and was won by A. McCormack, in 3.18.39. This is 16m. better than the previous Irish record. R. J. Mecredy and Mr. McPherson also went inside the Irish record, which was about 3h.34.

W. D. Bohms time of 1.5.7 for the fifteen mile Montreal road race, stands at top. He is reported of being an "English rider of repute." We agree, he must be.

Bellville, Ont., 23 July, Friday evening, under the anspices of the Ramblers. One-mile bicycle novice, J. James, (1), J. Cristie (2). One mile bicycle, member R. W. C. barring Cooper, Wilson, Davis, Clarke, Dean and Northcott; J. Bowers (1), H. Price, (2). Two mile bicycle open, L. B. Cooper (1), J. Wilson (2).

Below we give the programme of the New Castle Bicycle Club races to be held under L. A. W. rules, 19 August. Entrance fee fifty cents. Entries close 17 August. Address L. Osgood, secretary, New Castle, Pa.: One mile, novice; one-half mile, open; one mile, 3.10 class; one mile, open; one-half mile, safety; two miles, open; one mile, 3.00 class; one mile, club; one-fourth mile, L. A. W. P. A. State championship: two miles, 6.30 class.

The Pennsylvania division L. A. W. will hold their meet at Williamsport, Pa., 19 August. Entries to I. A. Dayton, Williamsport, Pa., before 17 August. Below we give a list of events: One mile novice, open; one half-mile ride and run, open; one-half mile club championship; one quarter-mile dash, first heat; two mile dash, open; one mile L. A. W. State championship; one quarter-mile dash, second heat; one mile hands off, open; three mile L. A. W. State championship; one mile tug of war; one quarter-mile dash, third heat; five mile lap, open; one mile, safety, open; one mile club; one mile consolation.

G. Gatehouse won the three mile amateur championship of Sussex, England, 28 July.

The Keystone Bicycle Club, Pittsburg Wheelmen Sewickley Valley Wheelmen and Allegheny Cyclers, will hold their associated club race meeting on 18 September, at Exposition Park track, Allegheny City, Pa.

In practice last week, it is claimed Rowe made a mile in 2.39 3-5, and Burnham did the same distance in 2.31 3-5. Crocker and Wendell held the watches.

The improvements at Glenmere track, Lynn, will soon be completed, and then the Columbia team will probably take up their quarters at that point, and put in work for the fall races.

Toronto (Ont.) Bicycle Club will hold a race meeting, 21 August, Saturday. Nine events on the programme. Toronto will uphold the reputation she enjoys, and give a fine meeting. A Chinese lantern parade will be one of the features to take place 20 August, Friday evening. Address A. F. Webster, 56 Yonge street, Toronto, Ont.

The Interstate Bicycle Association meet, was held at Youngstown, Ohio, 29 July. The races resulted as follows: One mile novices, Wm. Connell, 3.18; Frank Goodrich, second; Edward Lotz, 0. Half-mile open, Chas. Brown, 1.26; J. B. Hilford, second. Half-mile inter-State championship, W. A. Crawford, 1.32 2-5; W. L. Homer, second; Frank McCoy, 0. One mile inter-State championship, W. A. Crawford, 3.05 3-5; Chas. Brown, second; W. L. Homer, 0. Two miles open, J. B. Hilford, 7.01; Chas. Brown, second. Two miles inter-State championship, W. Crawford, first; Frank McCoy, second. Two miles open, Chas Brown in 7.54. One mile unicycle, W. H. Barber rode one-half in 1.45 3-5; one mile 3.41; both of which are records.

We give below the programme of races to be given at the annual meet of the L. A. W., at Buffalo, 3 and 4 September: One mile novice, open, for wheels weighing not less than thirty-five pounds; one mile, open to all amateurs; three mile handicap, open to all amateurs; New York State championship, one-half mile; championship of Buffalo, one mile; New York State championship, two miles; one-mile 3.10 class; L. A. W. championship, five miles; State championship, one mile tricycle; consolation race, one mile.

The Scranton Bicycle Club present an exceedingly attractive programme of ten races to be run at their third annual meet, to be held 24 August, under L. A. W. rules. We give a list of events: One mile, open; one mile novice; two mile Pennsylvania State championship; one mile ride and run, open; three mile lap race; one mile club handicap; one-half mile boys' race, under fifteen; one mile tandem tricycle; three mile handicap, open; one mile consolation. The prizes are valuable. Entrance fee fifty cents, close 19 August. John J. Van Nort, secretary, Scranton, Pa.

The New Britain wheelmen had a ten-mile road race the other night, which resulted as follows: First, H. S. Hart, 40.47 3-4; second, W. Flagg, 45.30; third, E. W. Wightman, 45.45; fourth, W. H. Thomas, 45.54; fifth, F. A. Porter, 48.37, and sixth, Dwight F. Burritt, 48.47.

The prize for the one-mile A. C. U. championship race at the September meeting of the Connecticut Bicycle Club, is on exhibition at George M. Way's hardware store. It is in the shape of a shield, the lower layer being of scarlet plush; then comes a smaller shield of bronze upon that, with a lion at the top and two female figures at the sides—all in fine relief. Inside of this stands out in bold relief a yet smaller shield of bronze, bearing three scenes of athletic sports, one of wheelmen, another of hurdle foot races, and the third a straightaway foot race.—*Hartford Courant.*

"Berridge," who was reported to have done the twenty miles in 58.29, have been challenged to do it again, and a purse of £50 awaits him. In answer to this challenge, Mr. Berridge turned up, but at present,

would make no match. So "Berridge" is not a myth. But where are the timers?

THE Springfield *Union* asserts that the following foreigners are coming over this fall, for the races, the following hail from "Merrie" England: Sanders Sellers, Richard Howell, Fred Wood, Robert James, Reuben Chambers, Robert Cripps, F. W. Allard, A. P. Engleheart, Robert English, A. D. Ratclift, Percy Furnivall, W. A. Illston, "Alphabet" Webber, T. Battensby, H. A. Speechly, G. Gatehouse, G. Lacy Hillier. From La Belle France will come H. O. Duncan. From the Emerald Isle, R. A. Mecredy. And W. H. Langdown, from New Zealand. We sincerely trust that the *Union* speaks whereof it knows.

IT is more than possible that Hendee and Rowe will be forced into a bona-fide race *vs.* each other at Springfield.

CHICAGO CLUB RACES. — Held at Chicago Ball Park, 31 July. One-mile novice, M. Beaubear; time, 3.08 1-2. One-mile tandem tricycle, L. W. Conkling and N. H. Van Sicklen; time, 3.24. One mile open, N. H. Van Sicklen; time, 2.59 1-4. One-mile dash. boys under sixteen years, James Levy; time 4.15. One-mile handicap, N. H. Van Sicklen; time 2.53 3-5; handicapped 10s. to W. G. E. Pierce, and 5s. to J. P. Heywood. One-mile dash, 3.30 class, M. Beaubear; time, 3.05. Five-mile handicap, N. H. Van Sicklen; time, 16.33; handicapped 25s. to W. G. E. Pierce, and 20s. to W. S. Webster and J. P. Heywood.

A SERIES of races took place at the lacrosse grounds in Winona, Minn., 28 July, resulting as follows: One mile, to make 3.47, won by Maxfield, in 3.49 1-5. Quarter-of-a-mile dash, won by Remington, in 51s. One mile club championship medal, won by Marfield in 3.20, Wilson giving out in first quarter. One-mile team race, Maxfield, Stanchfield and Tearse, beat Wilson, Elmer, and Marigold, eleven points to ten. Half-mile dash, won by Stanchfield, in 1.49 1-5.

THE one-mile world's championship, at Springfield, is to be run in heats. Three heats each day, only two men in each heat. For the first day each heat will have one American and one foreigner. It is proposed to try and get the sanction of the L. A. W., A. C. U. and N. C. U., to allow the winner of the final of this great race to ride Howell, if he is able to come, as is now hoped.

WE give below the programme of the Springfield tournament: —

FIRST DAY, TUESDAY, 14 SEPTEMBER.

One-mile bicycle, world's championship, first heat.
One-mile bicycle, amateur, novice.
Ten-mile bicycle, promateur, A. C. U. championship.
Five-mile bicycle, professional, handicap.
One-mile bicycle, world's championship, second heat.
Five-mile bicycle. amateur, 16.30 class.
One-mile tricycle, promateur, open.
Three-mile bicycle, professional, open.
One-mile bicycle, world's championship, third heat.
One-mile tandem, amateur, A. C. U. championship.

SECOND DAY, WEDNESDAY, 15 SEPTEMBER.

One-mile bicycle, world's championship, fourth heat.
Five-mile bicycle, amateur, lap race.
Five-mile bicycle, promateur, handicap.
Three-mile tricycle, professional, open.
One-mile bicycle, world's championship, fifth heat.
Three-mile bicycle, professional, lap.
Five-mile bicycle, promateur, lap.
Three-mile bicycle, professional, handicap.
One-mile bicycle, world's championship, sixth heat.
Three-mile tricycle, amateur, open.

THIRD DAY, THURSDAY, 16 SEPTEMBER.

One-mile bicycle, world's championship, seventh heat.
Three-mile bicycle, amateur, open.
Ten-mile bicycle, promateur, lap.
One-mile bicycle, professional, open.
One-mile bicycle, world's championship, eighth heat
Five-mile bicycle, amateur, open.
Three-mile tricycle, promateur, open.
One-mile bicycle, professional, handicap.
One-mile bicycle, world's championship, ninth heat.
Three-mile tricycle, professional, handicap.

FOURTH DAY, FRIDAY, 17 SEPTEMBER.

One-mile bicycle, world's championship, tenth heat.
Three-mile bicycle, amateur, 9.45 class.
Three-mile bicycle, promateur, open.
Ten-mile bicycle, professional, lap.
One-mile bicycle, world's championship, eleventh heat.
Three-mile bicycle, amateur, handicap.
One-mile bicycle, promateur, 2.40 class.
Five-mile bicycle, professional, open.
One-mile bicycle. world's championship, final heat.
One mile bicycle, amateur, consolation.

FIXTURES

AUGUST.

14 SATURDAY.—Orange Wanderers, hill-climbing contest.

19 THURSDAY.— Annual meet and races of the Pennsylvania division as guests of the Williamsport (Pa.) Bi. Club.

19 THURSDAY. — Newcastle Bi. Club races.

19 THURSDAY. — Pennsylvania L. A. W. Division meet and races, Williamsport, Pa.

21 SATURDAY. — Detroit, Mich., Bi. Club races.

21 SATURDAY. — Toronto (Ont.) Bi. Club races.

Weedsport, Pa., Bi. Club race meeting.

24 TUESDAY. — Scranton (Pa.) Bi. Club 5th annual tournament, Scranton, Pa.

24 TUESDAY. — Scranton (Pa.) Bi. Club races.

26 THURSDAY. — Grand race meeting of the Cleveland Bicycle Club. Races begin at 4 P. M. each day, three days.

28 SATURDAY. — Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

1 WEDNESDAY. — Troy Bi. Club, Troy, N. Y. L. A. W. rules.

3 FRIDAY. — New York Division meet and races, at Buffalo, N. Y. Two days.

6 MONDAY. — L. A. W. Tour from Niagara Falls to Harper's Ferry on 18 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

11 SATURDAY. — Harlem, N. Y. Wheelman races, Manhattan Athletic grounds.

14 TUESDAY — Annual Tournament, Springfield Bi. Club, 4 days.

18 SATURDAY. — Pittsburg, Pa., races. Associated Clubs.

18 SATURDAY. — Kings County Wheelmen races, Brooklyn, N. Y.

21 TUESDAY. — Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.

23 THURSDAY. — Lynn Tournament, 3 days.

28. — Kansas L. A. W. Division meet and races, Junction City, Kan.

30 September, 1 and 2 October. — First annual tournament of the New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederick Jenkins, Manager, Oraton Hall, Newark, N. J.

FOURTH ANNUAL RACE MEET

Elmira Bicycle Club

At Maple Avenue Athletic Association Bicycle Track,

ELMIRA, N. Y.

1. **One-Mile Novice. Open for wheels weighing not less than 35 lbs.**
2. **One-Half Mile Dash. Open to all Amateurs.**
3. **Two-Mile, 6.50 Class.**
4. **One-Mile Dash. Open to all Amateurs.**
5. **One-Mile Handicap. Open to all Amateurs.**
6. **Two-Mile. Open to all Amateurs.**
7. **One-Mile Consolation.**

VALUABLE GOLD AND SILVER MEDALS IN EACH EVENT.

Admission, 50 Cents. No charge for Grand Stand.

We have the finest one-quarter mile track in the country, and can guarantee a good time.
The committee reserve the right to refuse any entry. Rules of the L. A. W. Racing Board to govern. No competitor will be allowed to ride appearing in an unbecoming uniform.
Entrance fee, 50 cents for each event, closing Sept. 4. Address entries to

H. C. SPAULDING, JR. - - - ELMIRA, N. Y.



The Rudge Humber Tandem,

Manufactured by D. Rudge & Co., and imported by Messrs. Stoddard, Lovering & Co., Boston, Mass.

PROBABLY the most popular tandem in use in England to-day is the well-known and popular Humber, which enjoys an enviable reputation for its many excellent qualities, not only in Great Britain, but in France, Germany, Italy, and America as well.

This machine was invented some years ago by Mr. Thomas Humber of the firm of Messrs. Humber, Marriot & Cooper, and although other tandems similar to it have appeared on the market from time to time, some of them having points which at first sight appear to the casual observer to be superior, still it is noticeable that, in spite of great competition, the Humber still leads, and no machine in the country where it is used stands higher in the opinion of the cycling public.

It was on this form of tandem that Mr. Joseph Pennell and wife rode during their trip through Italy, a description of which appeared in the "Century Magazine" a short time ago under the title of "A Canterbury Pilgrimage."

In 1885 the firm of Messrs. Humber, Marriot & Cooper dissolved, Mr. Humber still keeping on the original works at Beeston, Nottingham, while Messrs. Marriot & Cooper removed to Coventry. It was chiefly under the guidance of Messrs. Marriot & Cooper that the Humber Tandem was brought into such prominence, they were two of the most popular riders in England, and the names of Marriot & Cooper will be remembered for years to come.

Upon the dissolution of the firm of Messrs. Humber, Marriot & Cooper, each retained the right to manufacture the original Humber Tandem, together with the trade mark of "*Humber*," under which it was so well known. After the dissolution, Messrs. Marriot & Cooper perfected a number of improvements over the original machine, and in order to meet the rapidly increasing demand, they deemed it advisable to procure the aid of a large manufacturer; and after a careful consideration of all the cycling manufacturers in England, they selected Messrs. Rudge & Co. of Coventry, whose world-wide reputation for the Rudge machines, together with their immense plant and factories (covering nearly six acres) would enable them to fill all orders promptly.

The name of Rudge & Co. is a sufficient guarantee for workmanship and material; but in spite of the capacity of their works the demand for these machines has been so great, that at times they have been compelled to work night and day to fill orders.

To distinguish the tandem made by Messrs. Rudge & Co. from that of Humber & Co. of Beeston, it is necessary to state that one is called the Rudge Humber, and the other the Beeston Humber, although in form and outward appearance, they are practically the same machine, except in details.

The Rudge "Humber" Tandem (Convertible) offers advantages which are found combined in no other form of machine. The speed is such that bicyclists have great difficulty in keeping up with two moderate riders on the Tandem. It can be ridden in its double form by one rider only, as easily as most tricycles in their single form. It can be converted into an ordinary "Genuine Humber" tricycle with far less trouble than most of the so-called convertibles. Its width is only forty inches, making it easy of storage and transit by rail. The weight complete is not more than one hundred pounds actual.

For comfort, we have the most convincing proofs that it has attained its object Ladies in particular are loud in its praise, on account of the small amount of labor required to propel the machine at a good pace, up steep hills even, and for the comfortable position they are enabled to take; while its peculiar construction entirely obviates the much-complained-of displacement of the dress even when pedaling at a fast pace.

The delightfully easy and reliable steering of the Rudge "Humber" Tandem forms one of its great charms, and has done much towards making it the universal favorite it now undoubtedly is.

The rider, sitting behind, has the entire control of the steering. thus making the seat in front a luxury, especially when used by a lady (which is often the case), and requiring only a minimum of the labor and attention necessary in ordinary tricycle riding.

Probably no machine in England has acquired such a prestige, chiefly owing to the well known practical and mechanical knowledge of its inventors; and we have every reason to believe it will be as fully popular in this country as it is in that.

The Rudge "Humber" Tandem for 1886, will have several improvements, to which we would call your specia. attention.

1st. Instead of having one single brake, a powerful double-lever brake is attached to it, which is considered a great advantage, as it does not throw the responsibility entirely upon one lever.

2d. The semi-circular handle-bar on the front part of the machine can be adjusted so as to make it practicable for either a lady or a gentleman, with short or long arms.

3d. Extending from the drop tube holding the forward pedals and rear tube is a detachable brace, which effectually prevents any springing together or loosening up of the chains. The front chain is entirely covered by a guard, which protects a lady's dress from dust or dirt.

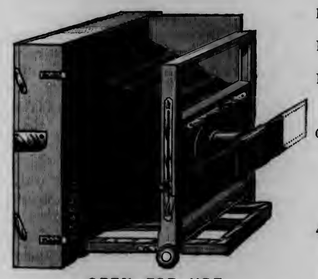
The wheels are 42 inches in diameter, fitted with direct spokes and 7-8 rubbers, making them very strong and extremely rigid.

To those who doubt the ease of propulsion or the speed of the Rudge "Genuine Humber" Tandem, we simply say, try it and be convinced.

PRICE, $250.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front **$22.50**
No. 2. For 4¼ x 5½ Picture, no Sliding Front **22.50**
No. 3. For 5x8 Picture, Sliding Front **27.00**

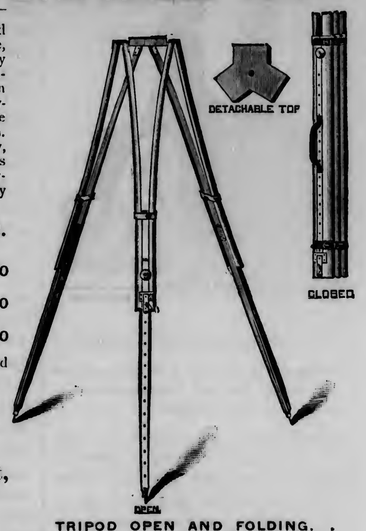
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.



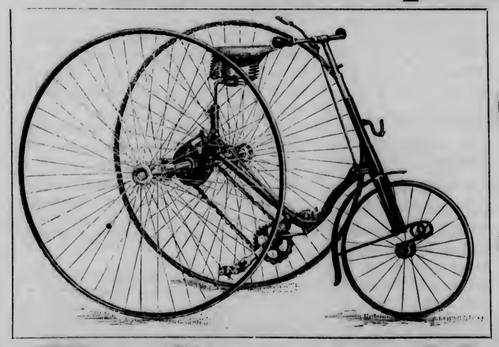
TRIPOD OPEN AND FOLDING.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

RACING MEN, SAVE YOUR STRENGTH

AS THE

FIRST ANNUAL CYCLING TOURNAMENT

OF THE

New Jersey Cycling and Athletic Association

Will be held SEPT. 30, and OCT. 1 and 2, on the Three-Lap Track, at

ROSEVILLE STATION - - - - NEWARK, N. J.

$2,000 in Prizes. For Amateurs, Promateurs, and Professionals.

A. C. U. Rules to govern. Address for particulars,

FREDERICK JENKINS, Manager - - ORATON HALL, NEWARK, N. J.

THE THIRD ANNUAL INTERNATIONAL TOURNAMENT

OF THE

CONNECTICUT BICYCLE CLUB,

WILL BE HELD AT

HARTFORD, SEPTEMBER 8th and 9th.

Charter Oak Park has been greatly improved during the past year, and is now faster than ever.

FIRST DAY.

AMATEUR 1-MILE, 3.10 Class.—First Prize, Gold Medal; Second, Gold and Silver Medal; Third, Silver Medal.

PROMATEUR 1-MILE, 2.40 Class.—First Prize, Solid Silver Brush and Comb; Second, Rifle.

PROFESSIONAL 3-MILE.—First Prize, Cash, $75.00; Second, $50.00; Third, $25.00.

PROMATEUR A. C. U. CHAMPIONSHIP.—First Prize, an Elegant Silver Shield; Second, Gold Medal.

AMATEUR 2-MILE HANDICAP.—First Prize, Columbia Light Roadster Bicycle, Presented by the Weed Sewing Machine Co.; Second, Diamond and Ruby Horseshoe Scarf Pin.

PROMATEUR 1-MILE TRICYCLE.—First Prize, Spider Scarf Pin, Diamond and Sapphire; Second, Pearl Handled Revolver.

AMATEUR 3-MILE OPEN.—First Prize, Diamond Ring; Second, Solid Silver Shoe Set in Handsome Plush Case.

PROMATEUR 10-MILE LAP RACE.—First Prize, Diamond Ring; Second, Hall Mirror of Elegant Design.

AMATEUR 1-MILE TEAM RACE.—First Prize, Handsome Engraving; Second, Handsome Engraving.

SECOND DAY.

AMATEUR HARTFORD WHEEL CLUB.—First Prize, Gold Medal; Second, Silver Medal.

PROMATEUR 1-MILE OPEN.—First Prize, Diamond Stud; Second, Gold Watch Chain with Charm.

PROFESSIONAL 1-MILE HANDICAP.—First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

PROMATEUR 3-MILE TRICYCLE.—First Prize, Fine Alligator Travelling Bag, Completely Furnished; Second, Alligator Travelling Bag.

AMATEUR 1-MILE BICYCLE.—First Prize, Shot Gun; Second, Pearl Handled Revolver.

PROFESSIONAL 5-MILE LAP.—First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

AMATEUR 2-MILE TANDEM TRICYCLE.—First Prize, Two Gold-Headed Canes; Second, Two Silver-Headed Canes.

PROMATEUR 5-MILE OPEN BICYCLE.—First Prize, Shot Gun; Second, Fishing Set, Rod, Basket, Etc.

AMATEUR 5-MILE STATE CHAMPIONSHIP.—First Prize, Gold Medal; Second, Silver Medal.

In the Consolation Race there will be three prizes in keeping with the above list.

Over $2,000 has been expended in getting up the above list, and all the prizes are of the very best order. Entrance Fees, $1.00 for each event, except professionals.

Address, for Blanks, GEO. H. BURT, Box 414, Hartford, Conn.

CORTIS ON TRAINING.

By H. L. CORTIS, M. D.

The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

CLUB SONGS.

A Collection of Club Songs, by A. S. HIBBARD ARTHUR YOUNG, and T. S. MILLER.

By Mail, 25 cents.

The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word*.

INTERESTING AND FULL OF HINTS.

BAILEY'S HOTEL,

South Natick, Mass.

Eighteen miles from Boston over the famous "Boston Bicycle Club Tricycle Road Race Route." Wheelmen Welcome. The WORLD on File.

DINNER 75 CENTS.

HOTEL WINTHROP,

THOMAS C. MURPHY, Proprietor,

No. 11 Summer St. - - LYNN, MASS.

Good accommodations for Cyclists. Rooms airy and central. Terms moderate.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

FOR SALE OR EXCHANGE

[*Advertisements under this head, FIVE CENTS a line.*]

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — A Facile bicycle, 1885 pattern; a first-class machine for a moderate price. DOWNER & WOODWARD, 23 Water street, Boston.

FOR SALE. — A new Facile bicycle; has not had two days use; latest pattern; a great bargain. DOWNER & WOODWARD, 23 Water street, Boston.

THE Facile is the best roadster and long-distance bicycle, a safety machine but not a dwarf. Send for catalogue. DOWNER & WOODWARD, 23 Water street, Boston.

FOR SALE. — Cheap, 56-inch Extra. Challenge in good condition, with hub lanterns $50; 50-inch *accurate* McDonnell cyclometer, $3.00. F. CLAPSADEL, Painesville, Ohio.

WANTED. — To trade a new watch, Fayes patent silver case, stem winder, water-proof; chain part solid and part rolled plate gold, for a 50-inch bicycle E. M. GORDEN, Solon, Me.

FOR SALE. — One 52-inch full nickelled Harvard, $50; one 53-inch Yale, enamelled, $42; one 36-inch 54-inch Kangaroo, enamelled, $65; one 48-inch Special Star, $85, new this year; all in A1 condition. SEAVEY & WENTWORTH, Washington street, Canton, Mass. P. O. Box 196.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE. — One 42-inch Special Safety Facile, in good condition, with extras; for sale cheap. Address A. C., Box 2, Reynolds, N. Y.

CYCLERS, ATTENTION!

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

TO LET

AT LYNN CYCLE TRACK.

The building just completed at the main entrance of the track is now offered for rent, affording a fine opportunity for a Store, Café, and Boarding-house combined. Professional and amateur riders now waiting for house to open. Can be leased for a term of years if desired. Keys opposite. For further particulars, address

BOARDMAN & INGALLS - - Central Sq., Lynnn.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H.B.HART, 811 ARCH ST. PHILA.=





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD One Dollar A YEAR.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. U. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published,* embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



Patented in England and the United States

Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ Address Correspondence to Newark.

THE ROVER SAFETY BICYCLE

— IS —

SAFE ON ROUGH ROADS,
FAST ON SMOOTH ROADS,
EASY ON HILLS, and
COMFORTABLE ALWAYS.

PRICE $140.00.

J. A. R. UNDERWOOD, Sole Importer,

WASHINGTON STREET - - - DORCHESTER, BOSTON, MASS.



THE ACME BICYCLE SADDLE

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade Look out for other Novelties.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

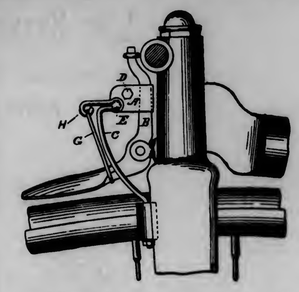
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass

TREMENDOUS SLAUGHTER IN

BICYCLE * HOSE.

We have on hand a large quantity all-wool ribbe hose, which we shall sell at the ridiculously low price c 63 cents per pair, post-paid. Hose that are no better ar sold everywhere for from $1.00 to $1.25 per pair. W have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

LONG BRANCH DISTRICT TELEGRAPH AND MESSENGER CO.

GEO. N. CURTIS, *Prest.* J. W. CURTIS, *Sec'y and Treas.*

CENTRAL OFFICE, WEST END POST OFFICE BUILDING,

OPEN DAY AND NIGHT.

Long Branch, N. J., July 22 1886

The Pope Mfg Co.
Boston Mass.

Dear Sir

After an experience of three years in the use of your Bicycles in our service I can say that they give very general satisfaction; and for the prompt collection and delivery of telegrams, and messages of various kinds, are indispensable. Our messengers seem to take to them naturally and become expert riders in a few days

Very respy P J Casey
mdhasen

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 20 AUGUST, 1886. | Volume XIII Number 16.

EVERYBODY KNOWS IT!

CAN'T KEEP IT!!

If what you make is the best of its kind, the fact will soon become common property.

The modesty of our claims in the past, for merit in the Victor, has resulted from our inability to fully supply the great demand.

We could not, however, conceal its good points. To ride it is to prefer it, and as cyclers are never slow to recommend what they prefer, the demand has often been far beyond our capacity to supply

WHEELMEN ALL WANT IT, AND WHY?

BECAUSE IT IS { LIGHTEST RUNNING. BEST IN CONSTRUCTION AND MATERIAL. HANDSOMEST IN APPEARANCE.

SEE IT, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID."
TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in case of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 3 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO! STODDARD, LOVERING & CO.

The HUMBER TANDEM is simply immense. My girl and I have just finished a ten-mile ride in just an hour.

By the way, I shall want a 53 RUDGE RACER in time for the **Hartford Meeting,** on the **8th, 9th,** and **10th** of **September.** How quick can you fill an order? Am going to have one of those diamond pins or bust. Have just entered with **Mr. Geo. Burt,** of **Hartford,** and shall go down in a few days to pick out the pin I want.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

The "QUADRANT," 1886.

ON THE PATH.

MINOR EVENTS OMITTED.

Milan.	*May* 16.	First Prize from scratch.	
Bologna.	*May* 30.	First Prize from scratch. First Prize handicap against bicycles.	
Voghera.	*June* 3.	First Prize from scratch.	
Dublin.	*April* 24.	First Prize, one-mile scratch, A. J. Wilson (North London T. C.), beating R. J. Mecredy (Dublin University B. C.), the Irish Champion, who rode a machine of another make.	**Wilson beats Mecredy.**
Dublin.	*April* 26.	First Prize, two miles scratch, Wilson again beating Mecredy.	**He does it again.**
London.	*May* 26.	Mecredy, on a "Quadrant," beats Wilson.	**Mecredy mounts a "Quadrant," and beats Wilson.**
Dublin.	*July* 3.	One-Mile Tricycle Championship of Ireland.	
London.	*July* 17.	N. C. U. Twenty-five Miles Tricycle Championship of the United Kingdom, R. J. Mecredy beating all comers, including previous holder of this championship.	**The Irish Champion, on his "Quadrant" beats all England.**

ON THE ROAD.

Smooth Roads.	"AN EXTRAORDINARY PERFORMANCE. — Mr. H. G. Priest rode a mile on his 'Quadrant' tricycle, at Biggleswade, on Saturday last, in 2m. 38s., etc., etc. For full particulars, see *The Cyclist*, June 23."	**Beats track record of both bicycle and tricycle, the latter by 17s.**
Brick Roads.	"We had yesterday a road race along brick roads exclusively. All mounts were single 'Quadrants.' My younger brother won the first prize, a gold medal, covering the distance of 100 kilometres in 5h. 32m." — *Letter from Amsterdam, June 7.*	**Only "Quadrants" for brick roads.**
Up the Hills.	"THE MACHINE FOR HILLS. — Mr. H. G. Priest succeeded in beating no less than eleven well-known bicyclists and tricyclists in a hill-climbing contest at Mucklow, near Birmingham, last week. He passed every machine on the hill except one bicycle, ridden by Terry, the Birmingham scratch man; and although delayed by a wobbling bicyclist, rode what is said to be the stiffest three quarters of a mile in England in the magnificent time of 6m. 45s. His mount was a 'Quadrant' Tricycle, and but for the delay, would easily have beaten Terry's time, — 10s. less." — *Bicycling News, July 2.*	**Beats the bicycles on the hills.**
Ditto.	"On the road, however, this youngster does as he pleases; and within a few days of possessing a tricycle of his own, he started off one morning and rode up Chingford Hill, Crouch Hill, and Muswell Hill. Not satisfied with this, he last Thursday rode up and down Muswell Hill *three times without stopping*, on his 'Quadrant' Roadster Tricycle, geared to fifty-six inches." — *Bicycling News, July 9.*	**Muswell three times without stopping.**

J. A. R. UNDERWOOD, Sole United States Agent, **DORCHESTER, MASS.**

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance	$1.00
Six months "	.75
Three months "	.50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 68 Wabash Ave., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 20 AUGUST, 1886.

NEXT week we issue an illustrated supplement showing the Lynn track.

Now let us turn our attention to the improvement of roads and the reduction of the tariff on cycles.

AN association after the one in Philadelphia ought to take well in Boston. Will some public-spirited wheelman take the initiative?

JUST what the difference is between a cycling press man who puffs a machine for "ads." and an ordinary wheelman who rides for the same purpose is a little difficult to understand.

THE *Bicycling News*, the anti-American paper, seems to think it wrong for any one to make money out of race meetings except its own beloved countrymen.

THE Buffalo meeting promises to be an interesting one. Not only will there be races galore, but the League officers will sit in solemn conclave and legislate on the mighty questions of the day There are rumors of a lively time, and unless we are mistaken a certain office-seeker will find it easier to keep a place where honor is the only remuneration,than capture one which furnishes more substantial pap.

A WRITER speaking of Herbert Spencer says, "He took the humane and enlightened ground that too much legislation was worse than none at all." The Racing Board is not like Herbert Spencer.

THE *Wheel* would like to see Furnivall and Hendee and Rowe and Webber race together. So would we, but how can they? Furnivall and Webber are amateurs recognized under the N. C. U., while Rowe and Hendee are professionals according to the League. These two organizations recognize each other, or rather pretend to, for the action of the one has no effect on the other. What a lot of hypocrites there are in this world!

THERE is really very little done to promote sociality among the many good fellows who use their wheels solely for roading, do not race, and care little or nothing for cycling politics. We have our race meetings and our periodical legislative gatherings, but those who care for those things among cyclers are very few in number. The tours which Burley B. Ayers founded are a step in the right direction.

THE great successs of the English camps suggests a similar gathering here. To be sure, Springfield tried the experiment, but it was secondary to a race meeting. Then there is not much fun camping out in the centre of a race track. Let the right sort of a man in some good club pick out a sylvan retreat, where the roads are good, where there are facilities for bathing, and all the pleasures of out-of-door life, and we will guarantee a tremendous success.

MR. SCHRIVER writes again on the New Jersey ordinance affairs. He ably argues the question, but he and other champions of their cause seem to forget that a cycle moving at night over the roads and a horse and buggy over the same, is an entirely different matter. One is practically noiseless while the latter can be heard. Hence, the requirement that some means be devised whereby the public can be made aware of the approach of the silent vehicle should not be decried too severely.

FOR this reason sleigh bells are required in winter, when the snow deadens the sound of the horses' footsteps and the gliding runners are as still as a rubber-tired cycle. Yet we don't hear any complaint of "repressive legislation" from those who ride in sleighs. It is understood and appreciated that such regulations are made for the protection of the large majority, as well as for the owners of sleighs themselves. We maintain that the rights of wheelmen are not assailed in any reasonable regulation tending this way.

AGAIN, the argument is raised that this ordinance, if allowed to pass, is a retrogressive step. Well, let us look at it. When cycles were a curiosity and so few in number, the danger of accident from the silent progression of the bicycle was practically *nil;* but now that our roads, especially near cycling centres, are covered day and night by riders' precautions become necessary. True, the cycle has been adjudged a vehicle, and, as such, it will always be allowed the privilege of the highways, but we must not complain if we are asked to take steps to prevent accidents which from the nature of things is not requisite in the horse and carriage.

No wonder that Burley B. Ayers was greeted with as loud applause as could be expected from so small a gathering at the last League meeting. And no wonder he was announced as "all right." He stands out prominently as a man who labors hard and well for the good of the League and the sport. He has not sought the bubble reputation in ornamental work, nor has he, we believe, sought any personal gain. Among many drones, among many that pretend much but accomplish nothing, he is really

benefiting the sport. There is no man who has put in more hard, honest work for the good of the League than Burley B. Ayers. He is a fair and most considerate official. He treats the cycling press with uniform courtesy. He believes what is worth giving to the public is worth as wide a circulation as possible. Mr. Ayers, we respect you and wish thee well.

Purp Literature.

UNDOUBTEDLY one of the drawbacks of wheeling is the pleasure the dog tribe seem to derive from maltreating its votaries. This aggression has of late assumed such remarkable proportions — fearful, is n't it — that any effort to suppress the evil should be given in the greatest publicity. From time to time, various plans have been projected for the absolute and utter annihilation of the man-eating purp, some of which have met with more or less success. One of the earliest, was the

DYNAMETICAL MEAT-BALL

or pellicle method, which has been used by crusaders with a fair meed of success. (N. B. Only the best authors use this style). We give the following recipe for their construction; gratis, as usual. To one pound of chopped meat, add a pound of dynamite. Mix well. Right here, we might as well say that it is always best for some disinterested party to do the mixing; for instance, your heaviest creditor, your wealthy bachelor uncle, or alas! must we say it? your wife's mother. Roll the compost into thirty-two calibre bullets. Let them stand over night to harden, serve without gravy. When the purp upturns his howling vesuvius towards you, drop a pellicle into it, and pedal quickly away, as the effect is immediate. Not enough of the dog can be collected within a square mile to make even a decent funeral. Another excellent plan has recently been proposed by a cycling journal, viz: the hotel biscuit, or

BOARDING-HOUSE PANCAKE METHOD.

It is operated as follows: secure some hotel biscuit not less than eighteen days old — the older the better — and not softer than quartz crystal. Feed them to any bellicose cur. At the first bite, he vents a milk-curdling yell, and tears across country. These biscuit are administered without gas.

The pancake plan, is, however, the more profitable. Obtain, surreptitiously or otherwise, boarding-house pancakes,— none genuine without this trade-mark . . . which are the prong marks of a fork, made by a supersanguine (you see I coin words; I am a great man, I am), who tried to drive his fork into them without success, we need scarcely observe, — carefully pad the calves to gladiatorial portions with these articles of *vertu*, and sally forth to tour. You may depend upon it, that every dog you encounter will retire

WITH ROOMS TO LET

in his buccal cavity. A disciple of Henry Bergh has suggested that the dog be given a dose of paregoric as a soother, but the difficulty and danger of catching the dog have caused this plan to be rejected with scorn.

Now we have often wondered why the dog has favored wheelmen with his attentions, and have wasted much gray matter in attempts to unravel this mystery. We had finally determined that it was owing to his incurable predilection for veal, every bicycle being accompanied by two calves [ring the bell quickly]. Now, a scientist tells us that it is the up-and-down motion of the cycler's legs which attracts the canine, but as to the why or wherefore of this attraction, we are left in ignorance. But as we believe that the discovery of the true cause is necessary for the application of an efficient remedy, let us say to this scientist, all hail! rain, or anything else. We sincerely hope he will carry his investigations farther, and receive the commendations of a waiting world. Meanwhile, we should like to hear from other wheelmen;

"PEDALS," FOR INSTANCE,

might give us a thrilling ode on "The Cycler and the Dogs." A realistic novelette might be written, such as, "My Thrilling Encounter in McGillicuddy's Gulch." We throw out these pointers gratis. We are full of these clever ideas.

CALLY.

Manhattan Meanderings.

"WHAT shall we eat?" ask the health monthlies, "What shall we wear?" sigh the fashion journalists?" and "What shall we write," echoes the cycling scribe, for the dog days are upon us, and everything is quiescent. A visit to the New York club reveals darkness; a peep into the Cits. baronial hall discloses a couple of the can't-go-aways making tracks around the pool table, and quaffing Dublin ginger ale, which a colored boy serves at the sound of a bell tap; a chat in the Ixions parlor — for you can always find some one there — or perhaps if you arrive at the right time you may happen upon a crowd dissipating on ice-cream.

THE Orange Wanderers held a hill-climbing contest at Eagle Rock last Saturday. It was only a partial success, as the elegant medal offered by the club attracted but six entries, of whom but the following four started: — E. P. Baird, Orange; John A. Wells, Philadelphia; C. H. Chickering, Southville; and C. L. Meyers, Jersey City. Eagle Rock is a steep hill, about a mile long, and with a calf-cracking and heart-breaking rise just near the summit. A number of people wheeled or drove to the course, and established themselves in various coigns of vantage. At 5.1 P. M. the first man was started, the rest following at minute intervals. Chickering conquered the rock after a hard-fought battle of nine minutes duration. Wells arrived at the summit in 12m. 20s.; Baird went under at the rise mentioned above, and Meyers succumbed half way up the hill.

THE Harlem wheelmen are busy booming their race meet. They have just issued a handsome card, which informs the public that Cappa's Seventh Regiment Band, our best after Gilmore, will supply the savage-soothing strains. This is doing the grand act, but the enterprize of the Harlemites will doubtless repay them, as the concert alone will be worth the price of admission.

I STOPPED off at the new Roseville track last Saturday afternoon. Its situation reminds me strongly of Charter Oak Park. The first person I fell against was the manager of the mammoth tournament, Mr. Frederick Jenkins (please don't forget the *ick* or there will be war) who showed me around the track, over the grand stand, and under the ditto. The track is now finished, and all racing men are hereby invited to go out to Roseville and try it. It has graceful easy curves, and will doubtless be very fast. The programme has not yet been decided upon.

THE youngest cycler in this or any other country is Charles Schwalbach, Jr., son of Charles Schwalbach, the "only." This enthusiast had a three-wheeler made for his son and heir, aged two and a half-years, upon which said heir rides around on the dining-room table or floor, we forget which. The youth recently took a header, which left sundry markings on his left cheek. After that he gave up riding, and when Schwalback *pere* would try to induce him to mount his "silent steed" — six months later — he points to the injured part and whimpers, "me no want to ride."

THE Orange Wanderers are out with a race meet for 4 September on the New Roseville track. The events are two miles championship of New Jersey, one-mile novice, one lap dash, two miles tandem, three miles lap race, one mile club, one mile tricycle, one lap, boys, one mile 3-10 class, five miles scratch race. Races at 3.30. Entries close with Secretary Race Committee, P. O. box 233, Brick Church.

TITNAM.

Newport Notes.

IN the midst of so much that is fine and costly and unique in the way of vehicles, perhaps it is not strange that in Newport the bicycle and its rider attract little attention. Nevertheless, we have here a club of over twenty members, all active, and some constant riders. Doubtless the fact that, from a cycling point of view, we are somewhat isolated on an island of limited dimensions, and with but one point of contact with the mainland, has tended to keep us in the background.

FOR the wheelman who has a soul above his cyclometer, we confidently believe that our little three by fourteen island has attractions well worthy of his consideration. What our roads lack in length they make up in quality, and as for our landscapes, of their kind they are simply perfect, and our "views" are beyond the need of borrowing that enchantment which distance lends. Mr. Warner touches the subject very appreciatively in "*Their Pilgrimage.*" Now and then a pleased wheelman, having seen our land once comes again; sometimes one, *en route* between two great cities, stops over for an hour or a day; again a party of Providence or Fall River riders comes down. Such are always welcome, and it is seldom indeed that one or more of our members cannot be found to act the guide. As a rule, however, the visiting wheelman is a rarity.

PERHAPS our best road, certainly the one which most pleases strangers, is the Ocean Drive. This is a continuous way around the southwestern shore, and some ten and a half miles in length. It includes the beautiful Bellevue avenue, — at this time the parade ground of the extreme wealth and fashion of the country. In fact, the whole drive is much affected by the swell mob, and the reflective wheelman may easily find food for thought as he turns his gaze from the rocky rugged shore on the one hand, where not so very long ago our ancestors landed with such a marked absence of ostentation, to the latest evolution of the Puritan as he sweeps by in his sumptuous carriage with footmen and clanking chains.

WE have a good clubroom, very decently furnished, and a class of riders of which we are rather proud, though their names figure not in the cycling papers nor on racing programmes. A number of our members spend their summer vacations awheel, making quiet tours abroad, and returning with no "road records" but with a fund of pleasant experiences recorded only in the memory.

OF all these things we are proud, but our chief pride, and our member of *highest standing* is an eminence known to fame and tired wheelmen as Hoppin's Hill. It is by no means a Corey Hill, but at the same time it has a little rise all its own and up to this writing has not failed most loyally to "knock out" all non-members of its club. We always take pleasure in introducing visitors to this solid member, —especially if they avow any hill-climbing propensities. Its foot is flat and its brow somewhat wrinkled, while its figure, — for it is an old hill,— is quite bent, but its temper is good and it welcomes all comers. It has even been known to smile. The occasion was this: Not long ago a local rider, one of the quiet and dry sort, went out with others to tackle the said hill. He struggled up about half way, and then began to stick and hang and wobble from side to side, blowing and almost winded. At this point, his friends began to encourage with jeering remarks. This was his only reply as he dropped over into the gutter, and for it he reserved his last gasp of breath, — "Don't talk to the man at the wheel."

HOPPIN HILL is perhaps an eighth of a mile in length, and for, say, two thirds of the way has an estimated rise of one foot in ten, (it is not known to have been surveyed) with a rather short bend about midway. Perhaps your strong hill climbers would not call it a hill at all, — we call it a corker. At any rate, any wheelman is cordially invited to come and try conclusions with this rising member of ours.

C. A. N.

NEWPORT, R. I.

A Line From Louisville.

LOUISVILLE wheelmen now have the longest canti-lever bridge in the world to pedal over when they wish to take a romp over the knolls of southern Indiana. It is called the Sand Island Bridge, and extends from Portland, a western suburb of Louisville, to the eastern limits of New Albany, Ind. The local cycler no longer has to stand on a bleak and barren levee (frequently half an hour), looking wistfully for a dingy ferry. Two favorite "runs" lead out of New Albany, both of which are noted for their long and steep hills. One hill, in particular, is known among cyclers for its disposition to breed headaches and broken wheels. It is called Edwardsville Hill. At its summit is the little hamlet of Edwardsville, four miles from the ferry landing and eight hundred feet above high-water mark in the Ohio. This is used to toughen the youngsters, locally known as "tenderfeet." Sometimes it toughens; sometimes it disheartens; but a Kentuckian has "grit" and generally comes again.

L. D. MUNGER will not follow the path this season, and they also tell us that Fred Russ Cook will ride no more. We are sorry to hear this, as we wanted to see the genial Fred Russ on the big New England tracks this year.

WE are informed through the columns of one of our exchanges that the *Bicycle South* and the *Southern Cycle* have been gobbled by the *American Wheelman*. We know Jack Rogers has a big appetite.

THE Harrowgate camp and meet for 1886, is a thing of the past. Many of our local wheelmen will ponder on the pleasant time they have enjoyed in past seasons at this celebrated camp. The campers went under canvas 30 July, and broke camp 4 August. Over fifty tents were occupied and the camp was lit up by electricity.

Opinions and News, in Brief.

MR. LESTER E. HICKOK, a commercial trader from Birmingham, Conn., uses the bicycle for getting from one place to another. He claims over 6,000 miles this season, so we hear!

* * *

MR. F. MILLER, of East Boston, while riding near Spot Pond, Sunday, was thrown from his machine down an embankment. Severe injuries to both arms and his body is the result.

* * *

HARRY COREY and H. A. Huntley whizzed a Humber tandem over the Nonantum Bicycle Club ten-mile course in forty-four minutes last week.

* * *

WHO will be first American manufacturer to bring out a tandem? With the experience and product of the English before them, our makers should able to produce a good one.

* * *

WORCESTER, Massachusetts, is to have a bicycle factory that will turn out machines for McCune & Yost.

* * *

"A PURE amateur" by the name of Foster has been discovered by Bob Neilson, and he will be trained for the fall races.

* * *

THE enterprising Avondale (Ohio) Bicycle Club are now building a club house. It is to be finished early next month.

* * *

MCCURDY'S claim of 286 miles in 24 hours over the 22 lap course, on a Star, is now substantiated by actual survey.

* * *

IT seems a pity to waste so much "sweetness on the desert air," *i. e.*, to make such a fine performance and yet not have it on record.

* * *

MCCURDY, however, can have the satisfaction of knowing that few men exist who can equal that record on a track.

* * *

NOW that the A. C. U. say "fifty miles circuit or no record," we shall have no more "pivoting records."

* * *

BOSTON wheelmen should at once combine and have a fifty-mile course laid out and surveyed. The expense would be trivial.

* * *

THE same suggestion is made to the wheelmen of all large cycling centres. Clarksville, Mo., showed us how to do it.

* * *

MASSACHUSETTS Division annual meeting will probably take place 28 August, at Boston. It is to be hoped they will get a quorum.

* * *

NEXT month will be one chuck full of fun for all cyclists save "ye" cycling scribe, and it will be full of work for him.

THE following L. A. W. officers will count the mail vote now in the hands of the members for action: John A. Wells, chief consul, Pennsylvania; Eugene M. Aaron, secretary-editor; Ed. F. Burns, representative, New Jersey.

* * *

IT should be borne in mind that the votes close 28 August, and we urge members to take the trouble to vote.

* * *

WE have asked Mr. Ducker if the list of foreigners expected, published in last week's papers, was authentic. He assures us it is.

* * *

HENCE we say, hurrah, Henry ! ! But poor Lacy will grind his teeth in impotent rage and disgust.

* * *

To be ready for the fall the Springfield Club have fitted up a handsome suit of rooms. A large sum has been expended in new furnishings.

* * *

IF ladies wish to be in the swim at Cottage City visiting must be done on the tricycle.

* * *

WE hear there are loud calls for that Columbia Nine. Well, by and by some one will call loud enough to be heard, and then the caller will have to brace.

* * *

THE old League rolls on. in spite of all troubles. There is lots of room for the two organizations, and no crowding needed.

* * *

EVERY week shows the hatchet is being buried deeper and deeper, and the era of good fellowship has now permanently set in.

* * *

WE expect to see the N. C. U. extend the hand of fraternity to our A. C. U. and then all will be well.

* * *

ALL this we expect to see, notwithstanding the moral spasms of the *Bi. News* and *Cyclist*.

* * *

LYNN is depending on "salt air and leather breezes" to brace the boys so that Lynn will beat Springfield records.

* * *

WEYERS CAVE, VA., is a point of interest the L. A. W. tourists should by all means take in. It is only six miles off the route of the intended tour.

* * *

FOR picturesque beauty these caves are said to excel the celebrated and better known Luray caverns.

* * *

THE Point of Pines seems to be a favorite resort for the North Shore wheelmen. We were down there the other evening, and we noticed a number of lads in sma" clothes.

DUCKER seems to think the still hunt the best. His reported success in securing the large foreign contingent would suggest to our mind that Henry is *not* dead.

* * *

THE *American Wheelman*, under its new management, and in its new form, comes to us bright and attractive. Under the joint management of Ladish & Rogers it is bound to succeed.

* * *

THE World's Pastime Exhibition, of Chicago, has been having a very hard time, to put it mildly.

* * *

BUT Jack Haverly agrees to pull the concern out of the slough if he can get the backing he demands. If any one one can be found to make a success of it Jack is the one.

* * *

WE bear also that the Chicago Bicycle Track Association is in a plight. The money that has been promised is not forthcoming.

* * *

FROM all of which it would appear that things do not run smoothly in the Western Metropolis.

* * *

GASKELL seems to rely on the "generalship" of the English contingent to win races, rather the n speed and endurance.

* * *

HEAD work is a large factor in the winning of a race, but quick pedalling is also an important requirement.

Notes from Hartford.

HARTFORD is beginning to be a good deal of a cycling town. Here are five hundred wheelmen. There are two clubs aggregating an active membership of one hundred and twenty, and the L. A. W. is here represented by one hundred and thirty-five members.

IS N'T the American wheel world just now in need of something of a sanative, anodyne nature? What a pity that seventy-five hundred instead of seventy-five cannot go on the L. A. W. tour. 'T would furnish a glorious opportunity to forget the puerile vaporings, entire untruthfulness, innuendoes, and gross misrepresentations of those who don't love us. Who could wheel past those pastures green, through those umbrageous wood-depths, and where "the Shenandoah giants tower cloudward in majesty" without losing all care as to who lied about him last?

BUT what is all this about deep stores of lore unrolled by historical exponents, which, taken link by link, will furnish valuable memories in physical geography? I should infer that here the tourist of unfavorably cramped educational opportunity would do well to wheel slowly.

TRULY, without puffing, the prospects for the Hartford tournament look big. Everybody says he is coming. The ball will be opened 8 Sept., by a street parade under the auspices of the Connecticut Division of the L. A. W., the turnout having been decided upon only after ascertaining the willingness of the State clubs to participate therein. All of our principal streets have been lately relaid, and parading upon them will be pleasurable for all. The races will be well patronized. The prizes are *bona fide*, and the Connecticut Club has invested a deal more money in the list than ever before. Pros, pro-ams., straight ams., and all classes and conditions of either are well provided for.

I don't race. My record is 3.10, and that is n't official. But I admire racing, *per se* and also because I firmly believe that the progress of the sport at large owes much to the indirect influence of the path. I would call attention to one grave danger. 'T is something one hates to mention, but it cannot be too carefully guarded against. American cycliists must foster no gambling element. Just as sure as tournament promoters permit the results of races to be determined by inducements other than a desire to fairly win offered prizes, just so sure will the story of the decline of horse racing as a wholesome sport repeat itself in the history of cycle racing. No "crookedness" has ever been allowed at Hartford, nor to my certain knowledge anywhere else in this country; but, gentlemen, this is something worth thinking of and looking out for.

H.

New York Back Minutes.

THE daily papers inform me of the accidental death by shooting, of Frank T. Howard, at the residence of his brother Leland, in Washington. What a flood of old-time thoughts this unhappy event brings to me. Along back in "'81," as a rosy-cheeked boy of sixteen, on an old cone-bearing Standard Columbia, this same Frank rode in a fifty-mile championship (?) given under the auspices of Jack Keene and the much-lamented James Revell at the American Institute here, and though the machine was a ramshackle affair of seventy pounds weight and over, he pushed the then almost invincible Geo. D. Gideon so closely that the same G. D. G. had to be borne from the track in the arms of his friends at the finish. Fame seemed to have marked the youngster for its own, and prophesies were not wanting that he would prove a shining light upon the cinder path — *cinder* was proper in those days, clay and gravel now, since Springfield — but his friends and his brother Leland, the latter then, as now, the moving spirit of the Capital Club, thought the boy too young, and made him promise not to indulge in chasing empty honors upon the racing path at the expense of his health. An enthusiast in the sport, he became one of the five founders of the Ixion Bi. Club, and gave to it its name, claiming Ixion was the oldest wheelman that history vouched for. As one of the five above mentioned, I shall not attempt in the garish light of print to express my feelings for his untimely end, and can only look to some of those greater with the pen than I to portray his character. Dickens, in David Copperfield, comes nearest when he says, he "never learned the art of binding himself to any of the wheels in which Ixion's of these days are turning round and round." Such was Frank T. Howard.

* * *

SPEAKING of Charles Dickens and cycling quotations, did it ever strike you that one of his works has a title intended for a bicycling puff? It did n't, eh! Well, what else was Barnaby *Rudge* intended for?

* * *

SOME one asked me what Ducker was removed from office for, and being a good Democrat, I came back upon the universal excuse for political actions of this kind, and said, "offensive partisanship," and forthwith the chestnut indicator on the club room wall set up such a continuous ringing that it could only be silenced by a liberal application of sledge hammer. Strange how machinery will get out of order sometimes, is n't it?

* * *

DO you know that there is more than a remote possibility of a League Meet being held here? Since the day New York put the high water mark in this direction there has been a feeling that it could once more and for the last time throw open its doors to the L. A. W., and at the invitation, knowing ones declare not less than twenty-five hundred wheelmen will fall into line. Don't think I am trying to forestall St. Louis in her bids for this expensive honor, for I am not. St. Louis has said she intended to "howl for the League Meet," and we all know what St. Louis is when she howls.

* * *

SEEMS funny, but then its true, nevertheless. No sooner does a man get to ride a wheel passably well than, forthwith, he sets himself to work to make money out of it. If he does not become a professional, he drifts into promateurship, which is worse because it's neither fish, flesh, nor fowl; should he escape both these he goes into supplying his fellow man with the implements of temptation. The two last to "go over the fence" in the last-named of the above category, are Messrs. Charles Schwalback and A. B. Rich. Brooklyn will be their Eden for cycling seduction.

* * *

THE importance of a firm hand at the administrative helm of the League has been shown in the late A. C. U. controversy. The doctor has held his own ground in the matter, but there are those who think that he should have carried the war into Africa, so to speak, and tackled the enemy in his stronghold. This may or may not be true, but speaking of L. A. W. presidents reminds me that I want to go on record as stating my belief that if the doctor declines reëlection, New York will put to the front a candidate who will, if elected, make the wheels of the administration go firmly round and steadily onward. He is a member now of the board and works far into the Waterbury watches of the night, endeavoring to advance the interests of the association. The latter part of this note has *no* particular connection with the balance of it, but I was bound to work off this Waterbury joke if I died for it.

F. A. E.

NEW YORK, 14 Aug., 1886.

All Sorts and Clippings.

L. WAINWRIGHT, the "Hoosier" State scorcher, has ordered a 21lb. racing Apollo, and people says the State championship will have to go his way.

THE new Rapid secured the "Large Medal of Merit" at the Vienna exhibition just closed.

VERMONT cyclers will find good roads from Bellows Falls *via* Woodstock, Bamard, Randolph to Montpelier, and fair from thence to Burlington.

THE greatest safety for night riding is a thorough *reliable* lamp. The celebrated "King of the Road" has the above quality in a very marked degree. Stoddard, Lovering & Co., 152 and 158, Congress street, Boston.

ONE day the children were popping corn, taking turns at the popper. "O, mamma!" cried Edna, clapping her hands jubilantly. "Most every one of mine hatched out!" — *Boston Globe.*

As predicted early in the season, the Buffer Saddle has had a most flattering run; and it well deserves it. Stoddard, Lovering & Co., sole United States agents, 152–8 Congress street, Boston.

MR. F. T. MERRILL, of Portland, Ore., is now in town and favored us with a call. He will do some racing East before his return. He will look up all the makers and importers, and take back a big stock of bicycles and sundries when he goes.

A LONDON physician, who for six months has tested Dr. Jaeger's plan of wearing nothing but wool, day or night, says the result has been complete immunity from colds and marked increase in capacity for work.

THE HERO.

They gave him hurras wherever he went,
And words in his honor were spoken,
And they answered, when asked what these tributes all meant,
That the bicycle record he'd broken.
— *Boston Courier.*

THE quadrant still maintains its popularity, and will continue to do so.

HARRY PARK, a boy sixteen years old, recently rode down nineteen steps of the flight in front of the Capitol Building here (Washington), on a Standard Columbia bicycle. To show how easy it was he rode down eleven more times the same evening. Bicycle little wheel gave out from under him on last trip.

THE more we ride "the Traveller" tandem, the more we are impressed with its good going powers, and specially with its rigidity uphill. Like all Messrs. Singer's machines, it is very strong and well built, and, as before stated, the adjusting rear seat and handles are a great boon, as a somewhat short-legged cycling press man, who can only ride specially-built or seat-adjusting tricycles, can vouch for. — *Cyclist.*

THE Nonantum wheelman who arrested the Newton hoodlum for stoning him deserves the thanks of all wheelmen. A little vigorous treatment is healthy sometimes.

WOODSIDE will not have Hendee or Rowe make pace for him, in his attempt to lower the hour record. 'Cause the A. C. U. won't let 'em.

MONS. ALBIN, who, it will be remembered, astonished the people of this country and England by riding a monster bicycle, died in London, 31 July. He died almost destitute, and had it not been for a few friends, the common necessaries would have been wanting.

WOODSIDE and Morgan are said to control a pull and push pedal. As the name implies, the pedal can be pulled up as well as pushed down.

THE Springfield *Union* objects to the appellation of "makers' serfs" as applied to the promateur. We ourselves think the name a bit powerful, to say the least of it. Even the promateur is entitled to consideration and courtesy, strange though it may seem to some.

MR. FRED BEEDERS, of St. Louis, — he of Mount Washington fame, will bury himself in New Mexico for a brief period.

FOUR Lyons, N. Y. cyclists, John M. Hattler, Charles N. Koetsch, Levi Young, and Wm. M. Young, started for New York City, on their wheels, 2 August. Distance, three hundred and fifty miles.

Professor Rollinson Speaks from the Antipodes.

Editor Bicycling World: — Enclosed you will find newspaper clippings concerning exhibitions by N. S. Maltby and myself. We are surprising the Australians with fancy riding. Bicycling here is well taken hold of by the general public; they appear to appreciate the races, etc., better than anything else, excepting horse racing, in which sport they take great delight.

I am training for a match race against

Jack Rolfe the Australian champion; am feeling stronger and better than I have for many years. We purpose taking a tour all over the colonies, at times. I will give you further particulars concerning the bicycling fraternity, etc. Many of the bicycling boys, I suppose, think I am dead (as it was represented in the California papers), but I am pleased to say that I have not yet gone to that undiscovered country. Will send send you more news next mail, with kind regards to all inquirers, and best wishes to yourself. Respectfully yours,

FRED S. ROLLINSON.

SYDNEY, AUSTRALIA, 14 July, 1886.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The New Jersey Ordinance Controversy.

Editor Bicycling World: While I do not want to monopolize the wheel press or get the reputation of an irrepressible scribbler, I must yet — as I am one of "the short-sighted and selfish wheelmen" who are raising such a fuss about the Orange ordinance, to whom you thus allude this week, — take exception to the way that you drag in by the heels the very sad accident to Mr. Stickney as apropos the lamp question, with which it had absolutely nothing to do.

A tandem, while nearly perfect to propel, is a difficult steerer on a sharp descent, and being quickly turned went over, just as one did with a member of my own club not long since in broad daylight, though, fortunately, with no very serious results. It would have made no difference if there had been forty lamps strung on it.

None of us who oppose the "repressive legislation," however, deny that when one deliberately starts out for a ride at night it is, on the whole, safer to carry a lamp; and although Karl Kron has laid stress on the injustice to tourists accidentally caught out after dark which would be wrought by a cast-iron law, I, for one, would not say a word if it barred *all vehicles alike*. Practically, the general laws would govern the case, for should an accident occur, any court with an eye to true justice would certainly hold the party in fault, whether cyclist or horseman, who had shown negligence, whether intentional or not, by failing to carry a light. This constant tendency to excessive legislation, which tries to correct everything by new laws and creates far more evils than it cures, is a curse in many things besides cycling, and a really higher civilization always tends to depend on normal moral restraints rather than artificial legal ones.

There is one bright spot about it. Superfluous laws are rarely enforced; and so Mr. Baird tells us in this week's *Bulletin* that the bell and whistle part of the ordinance will "probably prove a dead letter." In other words, these sapient selectmen, and hardly less impractical wheelmen, have contrived to get up a law that they don't hardly expect to carry into effect; and no wonder. Because no vehicles are absolutely safe at night without lights is hardly good ground from which to demonstrate that cycles are dangerous wild beasts without bells.

But we must not get too far from the real question at issue, which is, that having, after years of weary struggle, established the decision that cycles are subject to the same road laws as other vehicles we must not abandon the victory weakly, or, worse still, court a reversal of the rulings by endorsing discriminative laws. You think we are "selfish" because we presume to hold an opinion as to the practical usefulness of all these appliances that differ from yours, and because we prefer to be guided by our own views rather than those of others. Can you fairly call us "short-sighted" when we look far enough ahead to see the dangers from the precedent created? You admit that it would be "an improvement" if no distinction were made in the Jersey ordinance. We think this is a vital point. Join hands with us and the vast majority of wheelmen on this issue, and we will grant you all the liberty of opinion you please as to expediencies, however eccentric they may seem to us.

Yours truly,

EDWARD J. SCHRIVER.

R. B. and T. C. WHITE, of Quincy, Ill., have presented the Ramblers Bicycle Club of St. Louis, with a handsome crayon portrait of the late Cola E. Stone in appreciation of their love for the original.

A GENTLEMAN hailing from Maplewood, Mass., has invented a machine which is said to propel very easily with the hands alone. There is no danger that this machine will supplant the ordinary foot-power machine altogether.

A WRITER in a St. Louis daily seems very much disgruntled, because the East does not take to the flying start. We would remind the gentleman that as the start from a standstill is universal, it would be very difficult, not to say inconvenient in the matter of making comparison of records to have one system obtain in one section and another rule in another place. The writer of the aforesaid article will learn, as he grows older, more about racing and the necessity of having uniformity in rules. There can be no reasonable objection to trial against time with a flying start. By all means let us see what Hendee and Rowe can do.

THE *Cyclist* of 4 July looks on the prospects of success for the coming Springfield tournament as not being encouraging; that is, so far as the presence of English amateurs is concerned. In the face of this we believe that Springfield will see the cream of the Eng ish racers.

CURRENTE CALAMO

The Editor's Wail.

THE editor sat in his easy chair,
The editor's brow was sad;
He ran his fingers thro' his hair,
And looked at his paper pad;
While ever there ran thro' his weary brain
The touching words of this sad refrain, —
"The American League and the A. C. U.
Are reconciled, —
Oh, what shall I do!"

He thought of his copy, now o'erdue,
He thought of his fame so great,
He thought of the many readers, too, —
Their rage if the sheet was late;
And still there ran thro' his troubled brain,
Repeated over and over again, —
"The American League and the A. C. U.
Are reconciled, —
Oh, what shall I do!"

He thought of a trip to the reservoir,
He thought of the latest race,
He thought of the hoodlum's "what d'yer sour?"
And Prince's hurrying pace;
But still, in spite of might and main,
He heard repeated over again, —
"The American League and the A. C. U.
Are reconciled, —
Oh, what shall I do!"

At last in a fit of blank despair,
He seized his pen and empty pad,
And turning in his easy chair,
He called to the office lad;
And wrote in letters clear and plain,
"To-morrow's issue will contain, —
The American League and the A. C. U.
Are reconciled, —
And I am, too."

ONLY two weeks.

AND then we shall be deep in the fall-racing period.

WE are assured that the tournaments this year will be BIG successes.

WE sincerely hope the evident malice of that "eminently respectable" transatlantic sheet, the *Bicycling News*, will not have the intended effect.

NEXT week we shall produce sketches of the now celebrated Lynn track at Glenmere. It will be in the form of a supplement.

THE wheeling clericals are having a huge time. Saratoga was reached and Sunday spent at that American Baden-Baden. The clergymen, by their example of going to church three times a day, tried to show the fashionable frequenters of the celebrated *Spa* how to spend the Sabbath. Monday was also spent at this resort, and all the lions visited, — that is to say, all those that were proper to visit.

EWING L. MILLER, member of the Racing Board, in the *Bulletin*, kicks vigorously against any concessions being made the A. C. U. This is all very proper and loyal to the L. A. W., but Mr. Miller must bear in mind the story of Davy Crocket and the coon.

THE Springfield *Union* gets up and asks our esteemed contemporary of School street, why it does not credit the

THE

WORLD'S RECORD!

286 559/1000 MILES IN 24 HOURS.

MADE BY A. A. McCURDY, JULY, 1886,

ON THE STAR.

Below we give Route, and Distances in Feet, Surveyed by EDWARD S. SMILIE, Civil Engineer, Newton, Mass.

STARTING POINT, MOODY STREET.

Distance on Crescent St. to Adams St.	695	ft.
" Across the Square	155	"
" on Crescent and Derby to Cherry Sts.,	7,907	"
" " Cherry to River St.	1,977	"
" " River St. to Auburndale Ave.	686	"
" " Auburndale Ave. to Lexington St.,	4,529	"
" " Lexington St. to River St.	3,720	"
" " River St. to Auburndale Ave.	2,774	"
" " " " Cherry St.	686	"
" " " " Waltham St.	980	"
" " Waltham St. to Crafts St.	3,539	"
" " Crafts St. to Watertown St.	4,400	"
" " " " Washington St.	2,253	"
" " " " from Washington to Watertown St.	2,253	"
" " Watertown and Waltham Sts. to River St.	6,595	"
" " River to Cherry	980	"
" " " from Cherry to Auburndale Av.,	686	"
" " Auburndale Ave.	4,529	"
" " Lexington St.	3,720	"
" " River St.	2,774	"
" " " to Cherry St.	686	"
" " " to Waltham St.	980	"
" " Waltham St. to Crafts St.	3,539	"
" " " " and Extension to Lowell St.	4,457	"
" " Lowell Street to Pine St.	1,318	"
" " Pine St. to Starting Point	884	"
	67,702	ft.

Or 12 822/1000 Miles.

This, multiplied by 22 (the number of circuits made), gives total distance..... 282,084 Miles.

Circuit on which the Twenty Odd Minutes was ridden.

MOODY STREET.

Distance on Moody St. to Adams St.	695	ft.
" " Adams St. to Brown St.	2,113	"
" " Brown St. to Moody St.	764	"
" " Moody St. to Crescent St.	2,451	"
" " " " Felton St.	1,020	"
" " Felton to Prospect St.	2,875	"
" " Prospect to Main St.	1,759	"
" " Main St. to Moody	2,532	"
" " Moody to Felton	623	"
" " " to Crescent	1,020	"
" " Crescent to Adams	695	"
" " Adams to Brown	2,113	"
" " Brown to Moody	764	"
" " Moody to Crescent	2,451	"
" " Crescent to Adams	695	"
" Around the Park at Adams St.	363	"
" On Crescent St. to Starting Point	695	"
	23,628	ft.

Or 4 476/1000 MILES.

This Short Circuit, added to the above Large Circuit, makes a total of

286 559/1000 MILES.

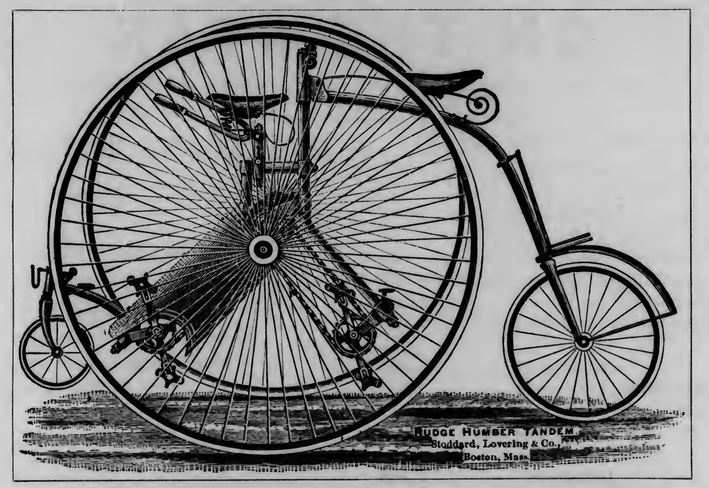
Sole Agent for the STAR for Eastern Massachusetts,

W. W. STALL - - - 509 Tremont Street.

THE

RUDGE HUMBER

TANDEM.



The KING of all TANDEMS.

Faster and safer than a bicycle. Convertible into either a single or double tricycle. Fitted with double brakes, adjustable front bar and dress guards. Built for American roads.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

NEW YORK HEADQUARTERS.

GEO. R. BIDWELL, 313 WEST 58TH STREET. NEW YORK CITY, N. Y.

items taken bodily from that lively daily Springfield paper.

KIND words from our contemporaries and exchanges are acceptable and appreciated. We therefore rise and make our bow of acknowledgment to *Ingleside* of San Francisco.

THE unknown Berridge does not seem such a myth, after all. Besides the fact that there is such a person, we find that he is credited with riding 231¾ miles in twenty-four hours on a Rover tricycle, and with having ridden a Despatch Carrier from Kensington to Richmond and back, 16½ miles, in two hours and a half, with one hundred and fifty pounds luggage aboard. Such is fame, that none of the English cycling papers had ever heard of Mr. Berridge.

LYNN only provides a consolation race for the pure amateur. Some of the promoters will need consoling if they are not successful. It 's win or get sacked with them.

THE Massachusetts Club is getting giddy. A run to Music Hall pops is the latest. Good beer and better music has many charms, we *know* it.

MANY of the officers of this State division are a day behind time. It was Tuesday and not Wednesday, gentlemen. Read your WORLDS, and your notices, and you will go straight.

As will be seen by a reference to his letter, Prof. Rollinson is not by any means dead, he is amusing the Australians with his inimitable portrayal of a beginner's troubles. Mr. Rollinson promises to keep us posted on antipodal cycling affairs.

A PARROT lives out West, and he is proud in being in possession of the knowledge of the date that "Karl Kron XM. Miles," etc., will be published. This gifted fowl also announces the date, but no one can understand him, so 't is a secret yet.

CYCLISTS are stared at in New York if they appear down town in knee breeches. We always thought New York was the metropolis and not a country village.

ST. CLAIR COUNTY, ILL., farmers don't like cyclists, and they do all they can to make the life of the rider miserable. Very well, we shall take good care and not but any of our cucumbers and green corn from a St. Clair County. Ill., farmer. We will boycott those hayseeds, sure.

A RHODE ISLAND exchange criticises the bell and lantern ordinance because it makes "a distinction between the bicycle and other silent-running vehicles." We would like to ask our worthy contempo. what *are* the "other silent-running vehicles?" The tricycle is the only "other" in Massachusetts, that is known, has Rhody some "other," please?

WE continue to hear of F. E. Von Meerbeke who is dragging his slow way to the Pacific Slope *via* New Orleans. This enterprising wheelman reached Tucson, Arizona, 4 Aug.

Important Items Received as We go to Press.

SPRINGFIELD will time and check by electricity.

A. P. ENGLEHEART captures the World's record for five miles, on a Kangaroo Safety, geared to 60-inches, in 14. 1 1-5, at Coventry, Eng., 6 Aug.

I. S. BUCKINGHAM, at same place, same date, takes the English five-mile amateur bicycle record, on a Premier S. S., in 15. 40 4-5.

RACING NEWS.

I. WOOD won the twenty-five mile championship for professionals, in 1. 22.39 3-5. He also won the ten-mile professional championship, in 30.5.

THE annual field day of the Worcester Bicycle Club, with races, was held on the fair grounds, Worcester, Mass., Saturday, 7 August, at 3 P.M. The races were especially fine, and showed great credit on the part of the committee. The races were as follows:—

One hundred yard dash — H. H. Sibley, 12 2-5.
One-mile bicycle, novice — C. H. Morse, 3.22 2-5.
One-half mile walk — G. A. Booker, 4.39.
Five-mile club championship — G. A. Booker, 18.09; second, O. J. Wakefield.
One hundred yards slow bicycle — F. W. Bassett, 23 3-5 sec.
One-mile tricycle — R. E. M. Surerkrop, 4.20 3-5.
Three-mile open to Worcester County — W. W. Windle, West Millbury, 11.29.
One-mile handicap — C. H. Morse, 3.16.
One-half mile consolation — G. F. Warren, 1.37 3-5.
Field marshal — Capt. E. F. Tolman.
Referee — Frank Dean.
Timer — Harry Smith.

The prizes were gold and silver medals. The event of the day was the three mile open race, it calling forth some spirited riding, as five men started, all riding to a finish. Mr. Windle rode a waiting race, even going so far as to ride with his arms folded, for which he was severely criticised. We expect he is the coming man of the county.

W. H. HUNTLEY, will not allow the boys to run away with any of the road records this fall, without trying his hand.

GREAT improvements are in progress at East Hartford track. The Connecticut Club do not propose to be beaten in this respect by any one of the "big four."

WINONA, MINN., will probably be the scene of the twenty-mile L. A. W. championship, next month.

W. O. MORGAN has a large field of amateurs under his wing, preparing for the fall races. His and his *proteges'* headquarters are at Lynn.

ON 28 August, Woodside will try and get twenty-one miles within the hour on the Springfield track. It is hoped the A. C. U. will allow Hendee and Rowe to cut out the pace.

LYNN track has had the flyers now for a week, and Victor and Columbia teams are at it hard on that circle.

WE look on Harradon, of Springfield, as being one of the coming men. If he is not heard from this fall, we miss our guess.

LANGDOWN, the Australian cyclist, has arrived in this country, and will at once go into training. Every true sportsman will wish him success.

FRED T. MERRILL, the Pacific sloper, is out with a challenge to race Schock, Bell or Dingley, twenty miles, for $50 a side, and Grant Bell challenges Dingley, Snyder, Shaw, and especially R. H. Spear, for a two-mile heat, best two out of three, for a $25 sweepstake. Minneapolis, Minn., to be the battle ground.

THE Owl Cycling Club, Chicago, will give their first annual race meet, Saturday, 18 September, at Chicago, Ball Park Association Grounds. The following events will take place:—

1. One-mile novice.
2. Two-mile open.
3. One-mile handicap, Owl C. C.
4. Three-mile open.
5. One-mile handicap, Chicago Bicycle Club.
6. One-half mile dash, open.
7. Two-mile lap race.
8. Slow race, 100 yards.
9. One-mile Owl C. C. champion road machines only.
10. Consolation.

Prizes in all events. Competitors will send their names to C. H. Munger, 210 Dearborn street, Chicago, before 1 September, at which date entries will be closed. Entrance free.

THE Lynn Cycle Club TrackAssociation has completed the programme for the big tournament to be given 23, 24 and 25 September. The events are as follows:—

FIRST DAY.

One-mile novice	Amateur
Two-mile 5.45 class	Amateur
One-mile open	Promateur
Three-mile handicap	Professional
Two-mile tricycle handicap	Amateur
Ten-mile lap	Promateur
One-mile open	Amateur
Five-mile lap	Professional
Three-mile handicap	Promateur

SECOND DAY.

One-mile open	Professional
One-mile tricycle, 3.05 limit, A. C. U.	Promateur
Ten-mile lap	Amateur
Five-mile handicap	Promateur
One-mile 2.50 class	Amateur
Five-mile lap	Professional
One-mile A. C. U. limit	Amateur
Three-mile lap	Promateur
Three-mile handicap	Amateur

THIRD DAY.

One-mile (special prize for world's record)	Promateur
Three-mile, 9.10 class	Amateur
Two-mile lap	Professional
Three-mile tricycle	Amateur
Five-mile, A. C. U., 15 minute limit	Promateur
One-mile lap	Amateur
Ten-mile open	Professional
Three-mile handicap	Promateur
One-mile consolation	Amateur

THE 25-mile Scottish amateur championship was run at Aberdeen, 30 July, and was won by Mr. Banochie, 1.23.52 1-2. The fifty-mile amateur championship at the same place, 31 July won by Mr. Davidson in 2.58.

THE 50-mile Scottish road race was run 26 July, over the Broughton road. A Hutton, Jr., won the race in 4.26; Inglis second, ninety seconds behind. The roads were a sea of mud, and the men as they finished were a sight to behold. This makes the second time Hutton has won.

BELOW we append a partial list of winning Londoners for the season of 1886, so far:—

	1st.	2d.	3d.	Total
Furnivall, P.	12	2	—	12
Speechly, H. A.	7	3	5	15
Hale, E.	6	6	4	16
Fenlon, J. E.	6	6	3	15
Adams, J. H.	5	4	4	13
Lewis, W. J.	8	—	2	10
Wood, F. P.	6	1	3	10
Mayes, E. M.	6	3	1	10

PERCY STONE, of St. Louis, will make Lynn his headquarters, and will train on Glenmere track, assiduously, for the fall races.

S VALE beat F. J. Lees in the one mile all England professional handicap, at Wolverhampton, 4 Aug. Lees started scratch, and Vale had one hundred and thirty yards handicap. Lees' time 2.41, is the fastest full mile ever run over the track.

A. P. ENGLEHART, at Coventry, England, recently made a mile on a Kangaroo, in 2.45, which is good for the English record. On the same day and at same place, Buckingham did the mile on a tricycle in 2.50, both men rode against time. The three quarter mile was done in 2.11; also, English record.

THE L. A. W. State meeting of Minnesota, will be held at Winona, 22, 23 September, and the twenty-mile L. A. W. championship, which has been located there, will be run the second day. In addition, there will be a five-mile N. W. championship, besides several other State and club championships, and a full programme of races, runs, evening entertainments, etc. We are in receipt of a photo. of the track, and it shows up well. The Winona Bicycle Club built it. It is four laps to the mile, with clay surface, and is pronounced by judges to be a very fine track.

PRINCE and the only Eck are reported in our several Western exchanges as having been doing good business in the land of the setting sun. The twain will soon return East, and prepare to capture the pots of Hartford, Springfield, Lynn and Roseville. Is that right, Barnes, my boy?

The Arkansas five-mile State championship was won by F. Davidson, in 18.26. The mile State championship fell to Wm. McCartney, in 3.30.

FOURTH ANNUAL RACE MEET

Elmira Bicycle Club

At Maple Avenue Athletic Association Bicycle Track,

ELMIRA, N. Y.

1. **One-Mile Novice. Open for wheels weighing not less than 35 lbs.**
2. **One-Half Mile Dash. Open to all Amateurs.**
3. **Two-Mile, 6.50 Class.**
4. **One-Mile Dash. Open to all Amateurs.**
5. **One-Mile Handicap. Open to all Amateurs.**
6. **Two-Mile. Open to all Amateurs.**
7. **One-Mile Consolation.**

VALUABLE GOLD AND SILVER MEDALS IN EACH EVENT.

Admission, 50 Cents. No charge for Grand Stand.

We have the finest one-quarter mile track in the country, and can guarantee a good time.
The committee reserve the right to refuse any entry. Rules of the L. A. W. Racing Board to govern. No competitor will be allowed to ride appearing in an unbecoming uniform.
Entrance fee, 50 cents for each event, closing Sept. 4. Address entries to

H. C. SPAULDING, JR. - - - ELMIRA, N. Y.

THE THIRD ANNUAL INTERNATIONAL TOURNAMENT

OF THE

CONNECTICUT BICYCLE CLUB,

WILL BE HELD AT

HARTFORD, SEPTEMBER 8th and 9th.

Charter Oak Park has been greatly improved during the past year, and is now faster than ever.

FIRST DAY.

AMATEUR 1-MILE, 3.10 Class.—First Prize, Gold Medal; Second, Gold and Silver Medal; Third, Silver Medal.

PROMATEUR 1-MILE, 2.40 Class.—First Prize, Solid Silver Brush and Comb; Second, Rifle.

PROFESSIONAL 3-MILE.—First Prize, Cash, $75.00; Second, $50.00; Third, $25.00.

PROMATEUR A. C. U. CHAMPIONSHIP.—First Prize, an Elegant Silver Shield; Second, Gold Medal.

AMATEUR 2-MILE HANDICAP.—First Prize, Columbia Light Roadster Bicycle, Presented by the Weed Sewing Machine Co.; Second, Diamond and Ruby Horseshoe Scarf Pin.

PROMATEUR 1-MILE TRICYCLE.—First Prize, Spider Scarf Pin, Diamond and Sapphire; Second, Pearl Handled Revolver.

AMATEUR 3-MILE OPEN.—First Prize, Diamond Ring; Second, Solid Silver Shoe Set in Handsome Plush Case.

PROMATEUR 10-MILE LAP RACE.—First Prize, Diamond Ring; Second, Hall Mirror of Elegant Design.

AMATEUR 1-MILE TEAM RACE.—First Prize, Handsome Engraving; Second, Handsome Engraving.

SECOND DAY.

AMATEUR HARTFORD WHEEL CLUB.—First Prize, Gold Medal; Second, Silver Medal.

PROMATEUR 1-MILE OPEN.—First Prize, Diamond Stud; Second, Gold Watch Chain with Charm.

PROFESSIONAL 1-MILE HANDICAP.—First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

PROMATEUR 3-MILE TRICYCLE.—First Prize, Fine Alligator Travelling Bag, Completely Furnished; Second, Alligator Travelling Bag.

AMATEUR 1-MILE BICYCLE.—First Prize, Shot Gun; Second, Pearl Handled Revolver.

PROFESSIONAL 5-MILE LAP.—First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

AMATEUR 2-MILE TANDEM TRICYCLE.—First Prize, Two Gold-Headed Canes; Second, Two Silver-Headed Canes.

PROMATEUR 5-MILE OPEN BICYCLE.—First Prize, Shot Gun; Second, Fishing Set, Rod, Basket, Etc.

AMATEUR 5-MILE STATE CHAMPIONSHIP.—First Prize, Gold Medal; Second, Silver Medal.

In the Consolation Race there will be three prizes in keeping with the above list.

Over $2,000 has been expended in getting up the above list, and all the prizes are of the very best order. Entrance Fees, $1.00 for each event, except professionas.

Address, for Blanks, GEO. H. BURT, Box 414, Hartford, Conn.

NO PURCHASER CAN AFFORD TO MISS

APPLYING FOR THE LAST EDITION OF

OUR 50-PAGE CATALOG,

PRINTED IN JULY,

Which contains many recent testimonials regarding the Cycles manufactured by

GORMULLY & JEFFERY,

CHICAGO.

THE AMERICAN

CHAMPION.
CHALLENGE.
SAFETY.
IDEAL BICYCLE.
IDEAL TRICYCLE.

ALL OF WHICH ARE

Thoroughly High-Grade and Reliable Machines,

AND HAVE NO SUPERIORS FOR USE ON AMERICAN ROADS.

* SPRINGFIELD! *

FIFTH GRAND

INTERNATIONAL TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB

ON THE FAMOUS

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, AND 17, 1886.

GRAND RACE FOR THE WORLD'S CHAMPIONSHIP!

LIST OF RACES.

First Day—Tuesday, September 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile		Bicycle	World's Championship—1st heat.
1-mile	Amateur	Bicycle	Novice.
10-mile	Promateur	Bicycle	A. C. U. Championship.
5-mile	Professional	Bicycle	Handicap.
1-mile		Bicycle	World's Championship—2d heat.
5-mile	Amateur	Bicycle	16.30 Class.
1-mile	Promateur	Tricycle	Open.
3-mile	Professional	Bicycle	Open.
1-mile		Bicycle	World's Championship—3d heat.
1-mile	Amateur	Tandem	A. C. U. Championship.

Second Day—Wednesday, September 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile		Bicycle	World's Championship—4th heat.
5-mile	Amateur	Bicycle	Lap.
5-mile	Promateur	Bicycle	Handicap.
3-mile	Professional	Tricycle	Open.
1-mile		Bicycle	World's Championship—5th heat.
3-mile	Professional	Bicycle	Lap.
5-mile	Promateur	Bicycle	Lap.
3-mile	Professional	Bicycle	Handicap.
1-mile		Bicycle	World's Championship—6th heat.
3-mile	Amateur	Tricycle	Open.

Third Day—Thursday, September 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile		Bicycle	World's Championship—7th heat.
3-mile	Amateur	Bicycle	Open.
10-mile	Promateur	Bicycle	Lap.
1-mile	Professional	Bicycle	Open.
1-mile		Bicycle	World's Championship—8th heat.
5-mile	Amateur	Bicycle	Open.
3-mile	Promateur	Tricycle	Open.
1-mile	Professional	Bicycle	Handicap.
1-mile	Professional	Bicycle	World's Championship—9th heat.
3-mile	Professional	Tricycle	Handicap.

Fourth Day—Friday, September 17.

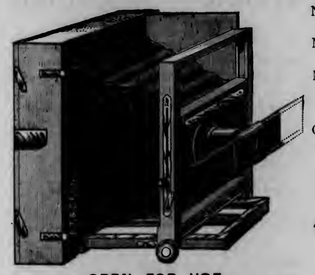
EVENTS.	CLASSES.	WHEELS.	CONDITIONS.
1-mile		Bicycle	World's Championship—10th heat.
3-mile	Amateur	Bicycle	9.45 Class.
3-mile	Promateur	Bicycle	Open.
10-mile	Professional	Bicycle	Lap.
1-mile		Bicycle	World's Championship—11th heat.
3-mile	Amateur	Bicycle	Handicap.
1-mile	Promateur	Bicycle	2.40 Class.
5-mile	Professional	Bicycle	Open.
1-mile		Bicycle	World's Championship—final heat.
1-mile	Amateur	Bicycle	Consolation.

☞ ENTRIES CLOSE SEPTEMBER 7, 1886. All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary, Springfield, Mass., U. S. A.

* SPRINGFIELD! *

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.



OPEN FOR USE.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50
No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50
No. 3. For 5x8 Picture, Sliding Front 27.00

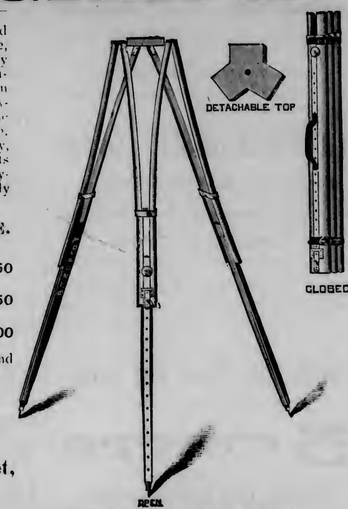
☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO

OFFICE AND FACTORY,

471, 475 and 477 Tremont Street,

BOSTON.

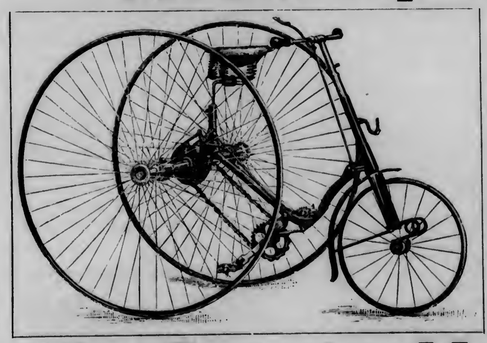


BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

FOR SALE OR EXCHANGE

Advertisements under this head, FIVE CENTS a line.]

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — One 52-inch full nickelled Harvard, $50; one 53-inch Yale, enamelled, $42; one 36-inch 54-inch Kangaroo, enamelled, $65; one 48-inch Special Star, $85, new this year; all in A1 condition. SEAVEY & WENTWORTH, Washington street, Canton, Mass. P. O. Box 196.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Læon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE. — S. F. Heath & Co., Armory Hall, Minneapolis. Minn., offer the following bargains in second hand machines: —

54-inch Expert D, '85, $90.
54-inch Expert A, '84, Kirk saddle, $90.
54-inch Expert, A, A1 order, Kirk saddle, $100.
54-inch Harvard, special F. U., balls all round, $75.
54-inch Harvard, painted, and nickelled, $60.
54-inch Standard, plain balls to front, '85, $60.
54-inch Rudge L. R., '85, $75.
53-inch British Challenge, nickelled but rim, new, $90.
52-inch Expert D., '85, $90.
52-inch Expert, painted, good, $65.
52-inch Champion, nearly new, $95.
50-inch Otto, nearly new, $40.
50-inch Expert, $55.
50-inch Standard cones, $30.
48-inch Standard cones, $25.
46-inch Standard ball to front, $35.
52-inch American Star (standard) '85, $50.
Columbia three track tricycle, $100.
Coventry rotary tandem, '85, $125.

These machines will a'l be put in good running order before shipping.

We have lost a full nickelled Expert, No. 7125; will pay $25 reward for its return.

Use S. F. Heath & Co.'s non-gumming oil on your bicycles, sewing machines and guns. It has no equal.

FOR SALE. — One 50-inch Expert, all nickelled except spokes and rims, cowhorn bars, swing spring, buffer saddle, with Butcher cyclometer and other valuable accessories. New last summer; absolutely without flaw, scratch or blemish. Price, complete, $105. ED. D. FISHER, Nashville, Tenn.

FOR SALE. — Facile, 40-inch standard, in good condition; for sale cheap for cash, or would exchange for good 50-inch ordinary. Address, C. W. SADLIER, Walden, N. Y.

FOR SALE. — A 50-inch full nickel Expert, in first class condition, complete, with rat trap ball pedals, Lillibridge saddle, bell, lantern, etc.; cost $140, for only $80. L. P. THAYER, W. Randolph, Vt.

FOR SALE. — A 52-inch Expert D finish, 1886 pattern, new McDonnell cyclometer, King of the Road lamp and bell, for $120 cash, cost $142; bought a month ago, and guaranteed good as new. W., Drawer 15, Knoxville, Tenn.

FOR SALE. — One 59 inch Columbia Light Roadster, '85 pattern, rat trap ball pedals and Kirk, patrick's saddle, ridden about 500 miles, good as new; cost $160, will sell for $125; also one American safety, balls all over, enamelled, reach, 54 to 56, cost $99 new $85 cash. Address CHAS. E. DAVIS, Wopakoneta, Ohio.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.



TED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H. B. HART, 811 ARCH ST. PHILA.=

BULL & BOWEN
COR. MAIN & CHIPPEWA STS.
BUFFALO, N. Y.
MFRS. OF BICYCLES & TRICYCLES
ACCESSORIES
REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD
One Dollar
A YEAR.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



Patented in England and the United States

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. O. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL and FAST,

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE - - - - - - - - - - CAMBRIDGEPORT, MASS.

NEAR RIVERSIDE PRESS.

BICYCLES AND TRICYCLES.

Cycling Supplies of EVERY DESCRIPTION furnished from stock or made to order.



We call attention to our Harvard and Yale machines which we are offering at greatly reduced prices. We have an assortment of Second-hand Bicycles and Tricycles, all good, serviceable machines. We offer them at very LOW FIGURES.

REPAIRS A SPECIALTY.

Wheelmen, and others in need of repairs or parts of any description, will find it to their advantage to send their machines to us. Parties sending machines or parts of machines for repairs, will please forward them to 34 COURT SQUARE, BOSTON, MASS., if it is more convenient than to send direct to our factory.

LIBERAL PRICES PAID FOR SECOND-HAND MACHINES.

Agents for the Celebrated

VICTOR BICYCLES and TRICYCLES.

WE HAVE JUST RECEIVED AN INVOICE OF

Sparkbrook Automatic Tricycles, Bicycles and Tandems,

Which are the embodiment of the most superb features yet offered to the American public.

The English riders have demonstrated the success of the Sparkbrook Company in supplying their needs by overwhelming them with orders to such an extent that the Company have been unable to supply us earlier. But we are assured that these beautifully constructed machines, overcoming as they do, every fault that the test of the road has brought out in these most successful types, will yet rouse the enthusiasm of every American rider.

McCOY & WILLIAMS, 24 and 26 Mechanic Street, NEWARK, N. J.

SALESROOMS, 373 MAIN ST., ORANGE, N. J.

☞ **Address Correspondence to Newark.**

RACING MEN, SAVE YOUR STRENGTH

AS THE

FIRST ANNUAL CYCLING TOURNAMENT

OF THE

New Jersey Cycling and Athletic Association

Will be held SEPT. 30, and OCT. 1 and 2, on the Three-Lap Track, at

ROSEVILLE STATION - - - - NEWARK, N. J.

$2,000 in Prizes. For Amateurs, Promateurs, and Professionals.

A. C. U. Rules to govern. Address for particulars,

FREDERICK JENKINS, Manager - - ORATON HALL, NEWARK, N. J.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

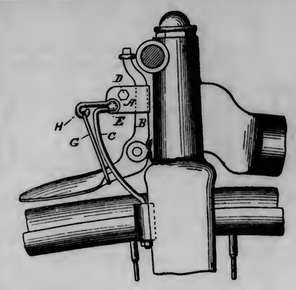
OVERMAN WHEEL CO.,
Boston, Mass.

Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,
E. M. AARON.

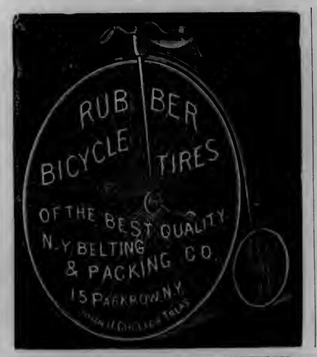


Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass.

TREMENDOUS SLAUGHTER IN

BICYCLE + HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of 63 cents per pair, post-paid. Hose that are no better are sold everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

SPECIAL ANNOUNCEMENT.

No. 1.

THE

Columbia Safety,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT.

No. 2.

The unprecedented demand for the



Kirkpatrick Saddle

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 27 AUGUST, 1886. | Volume XIII. Number 17.

EVERYBODY KNOWS IT!

CAN'T KEEP IT!!

If what you make is the best of its kind, the fact will soon become common property.

The modesty of our claims in the past, for merit in the Victor, has resulted from our inability to fully supply the great demand.

We could not, however, conceal its good points. To ride it is to prefer it, and as cyclers are never slow to recommend what they prefer, the demand has often been far beyond our capacity to supply.

WHEELMEN ALL WANT IT, AND WHY?

BECAUSE IT IS { LIGHTEST RUNNING. / BEST IN CONSTRUCTION AND MATERIAL. / HANDSOMEST IN APPEARANCE.

SEE IT, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID."
TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in case of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.



It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.

BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO, MR. EDITOR!

I am down here at **Hartford,** and I can make a mile on my **RUDGE RACER** in 2.50 already. Will get down to 2.40 before the tournament on the 8th. Selected my prize yesterday.

P. S. I just noticed by the papers that **Huntley** and **Corey** have ridden 202 miles, on a **RUDGE HUMBER TANDEM,** in 24 hours. What's the matter with that? Rah for the **RUDGE!**

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4268.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¾ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50

No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50

No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

BY

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 27 AUGUST, 1886.

England's Laws.

THE Orange ordinance matter is so important that we offer no excuse for alluding to it again. Mr. L. H. Johnson cites the "impartial legislation of England where cycles in no case are restricted beyond other vehicles, and in many sections are allowed special privileges." This is an untrue and misleading statement. The following are the pattern by-laws "framed by the Local Government Board for bicyclists: —

1. Throughout the by-laws for regulating the use of bicycles, the expression "bicyclist," means a person riding, impelling, or otherwise using, or having the management or control of a bicycle on any main road or other highway.

2. A bicyclist shall not ride or impel his bicycle upon any footpath, pavement, or causeway, made or set apart for the use or accommodation of foot passengers.

3. Every bicyclist who rides a bicycle during the hours between sunset and sunrise, shall carry, attached to his bicycle, a lamp, which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and shall be so lighted, and kept lighted, to afford adequate means of signalling the approach or position of his bicycle.

4. Every bicyclist who overtakes a wagon, wain, cart or carriage, or any horse, mule, or other beast of burden, or any foot passengers proceeding along the carriage way, shall, when within a reasonable distance from and before passing such wagon, wain, cart or carriage, horse, mule, or other beast of burden or such foot passengers, by sounding a bell or whistle, give audible and sufficient warning of the approach of his bicycle.

5. Every bicyclist who overtakes and passes any wagon, wain, cart, or carriage, or any horse, mule, or other beast of burden, shall keep his bicycle to the right or off side of a carriage way.

The rule of the road in this country is the reverse.

6. In every case where a bicyclist meets, or overtakes any wagon, wain, cart or carriage, any horse, mule, or other beast of burden, and where by reason of such meeting or overtaking, any animal drawing such wagon, wain, cart, or carriage, or such horse, mule, or other beast of burden, may become restive, or alarmed, or may cease to be under the control of the person for the time being, in charge of such wagon, wain, cart, or carriage, or of such horse or mule, or other beast of burden, such bicyclist shall, upon the request of such person, dismount as speedily as possible, and shall continue dismounted so long as may be reasonably expected.

FINES. Every person who breaks any of the foregoing by-laws shall be liable, for any one offence, to a fine of £2, providing, nevertheless, that the Court of Summary Jurisdiction, before which any such offence or fine may be prosecuted or enforced, may adjudge the recovery of any sum less than the full amount of the fine imposed by the by-laws.

We give these by-laws in full, as they have received the sanction of the National Cyclists Union. In fact, unless we are much mistaken, the N. C. U. drafted a set of by-laws and submitted them to the Local Government Board, with the above result. These by-laws have been quite generally adopted throughout England. At all events, they are now in force in the following counties: Cambridge, Denbigh, Berkshire, Oxford, Hants, Southampton, Northampton, Surrey, Warwick, Wilts, Worcester, Stafford, Norfolk, Sussex, Hertford, Hereford, Derby, Bedford, and we believe in others. These laws apply only to wheelmen, and there are no similar ones applying to other vehicles, so we think we are justified in correcting Mr. Johnson's erroneous statement. While the Orange ordinance might be improved the Orange Wanderers deserve the thanks of all thinking wheelmen in preventing more restrictive legislation. Thinking wheelmen the world over, we honestly believe, with few exceptions will endorse moderate by-laws regulating cycling traffic. What the League should do is to see that the by-laws are as uniform as possible.

THIS issue has somewhat the appearance of an illustrated edition. The Lynn track, Corey and Huntley a-scorching.

WE think our supplement will be looked on as an interesting and timely production.

A LADY contributor in one of our contemporaries urges lady riders to take up the charming art of photography, and promises that if once the pleasures of this pastime are tasted it will never be abandoned.

HUNTLEY is an L. A. W. "auspend." Corey is a League amateur. They mount a tandem to make a record. Is it an amateur record or what? Rather funny, is it not?

HOW about the amateurs who made the pace for Corey and Huntley? If making the pace for a "suspend" is an infringement of the amateur rule, should not these obliging friends be turned out with the rest? And yet, who would refuse to make the pace for Corey if asked? We would not, only Corey would n't ask us unless he wanted to win a slow race.

SPECULATION is rife just now as to what class the English men who come over will go into. If they go in among amateurs and carry off all the prizes, who is to blame? Another nut for some one to crack.

THE *Cycle* clipped the account of the Stickney accident, and got it wrong. It clipped the account of Maj. Durrell's death, and got that wrong. In neither case did it give credit, and that was wrong, also.

THE League officials who thought the A. C. U. was going to give racing men the greatest latitude ought to have attended the meeting of the latter organization held in Boston this week. A strict enforcement of all its rules was the general sentiment, and every promateur will be compelled to go in his own class hereafter.

H. D. COREY will probably be promptly suspended by the A. C. U. for riding in a competition with W. H. Huntley, a "suspend," on a tandem, and having pace made for him by McCurdy, who is a promateur. The League will probably recognize the A. C. U. action, adjudge Mr. Corey a professional, and expel him. This will set the Boston and Massachusetts clubs by the ears, as Mr. Corey is an honored member of both organizations.

THERE has been no end of talk about certain letters that either Ducker, Aaron, or Beckwith wrote or received, or that somebody wrote to somebody else, which contain something about somebody, or relate in some way to we don't know what. Now, good gentlemen, *publish* these letters, or *burn* them, and let us have an end to this fearful suspense.

George E. Weber Dead.

GEORGE E. WEBER, the famous Star rider, died at his home in Smithville, N. J., Tuesday evening, 24 Aug., of typhoid fever. This sad news will shock the many friends of the deceased. George E. Weber was born, May 18, 1866. In his year and a half racing he has taken thirty-six prizes in forty races. He was the first American to cover twenty miles inside of the hour. His late achievements in the West are fresh in the minds of our readers. Mr. Weber was an enthusiastic believer in the Star, and almost all his wins have been made on that machine.

Special Notice.

WE received a telegram from Tourmaster B. B. Ayers, stating that the rate from Boston to Niagara Falls, for members of the L. A. W. tour, will be $8.52 via Fitchburg R. R. Can be procured at 250 Washington St., Boston, or of J. R. Watson, Gen. Pass. Agent.

Chicago.

A CONTRADICTION THAT SHOULD BE READ.

THE scandalous and tragic story of the death of the late Major Wm. M. Durell as republished by the *Cycle* and the *Wheel* from the Chicago *Inter-Ocean*, has been greatly regretted by the many friends of the gentleman. This story was not true in any particular, and was evidently a newspaper yarn gotten up by a reporter who manufactured the sensation out of whole cloth, to compensate for the scarcity of news. The *Inter-Ocean* has not as large a circulation in this city as most of its daily contemporaries, but it has always made a specialty of sporting news, and devoted a fair amount of space to cycling, and on this account has been the favorite daily of the sporting fraternity. At twelve o'clock the night before this tissue of lies was published, the city editor, *pro-tem*, of this paper, promised several friends of the Major that the yarn would not be printed. The temptation, however, for a sensation was too great, and he let it go through, and as the *Inter-Ocean* has not had the good taste to deny the truth of the story since, the result will be a general dropping off of patronage on the part of the cyclers who have been in the habit of buying the paper every morning. As a matter of fact, Sam Miles, Editor of the *Sporting Journal*, was present during the whole rumpus in Parson Davies's saloon, in an official capacity, and he says the Major was not there. Miles tells the truth always and his report can be relied upon. The Major died from apoplexy. The *Cycle* and *Wheel* made a mistake in republishing the yarn uncorroborated, and a flat denial from these journals, and right soon too, is expected by the many friends of the deceased.

* * *

THE Chicago Bicycle Club held their second monthly matinee this afternoon, Saturday, and the affair was a failure, principally on account of there being nobody to attend to it. A good many tickets were sold and quite a number of fall hats decorated the Grand Stand, but the racing was bad.

* * *

THE Illinois Cyclers are a new club recently organized on the West Side, with a charter membership of about twenty. They have an immense territory to draw from, and will doubtless grow very rapidly. The members are worthy young fellows.

* * *

THE Wisconsin Central runs four trains a day into the riding region of that State, thus making the boys perfectly independent of the Chicago and North Western Railroad. VERAX.

Notes From Hartford.

ENTRIES for the Hartford Races close 2 September.

EVERY prominent L. A. W. club in the State promises to send a good delegation to the Division parade 8 September.

TO give zest to the affair, handsome prizes will be awarded clubs participating, for largest number of men in line, next largest, best form and appearance, and largest attendance in proportion to membership.

HARTFORD streets are in superior wheeling trim, having been thoroughly top-dressed and re-rolled since last fall. The parading cyclists will appreciate this.

A BIRMINGHAM, Ct. cyclist was lately assaulted by three roughs, who landed him on a picket fence, injuring him severely. The righteous judge dismissed the roughs with a reprimand.

"SERFDOM" at $100 a month and expenses is a social evil which should not be allowed to accumulate. It is to be wished that the early attention of our philanthropic and humane institutions be directed toward eradicating this error.

TOURNAMENT talk is heard everywhere. The men will come, and the public is eager. — Secretary King, of the Park Association guarantees, barring immediately preceding rain, as fine a wheeling surface as can be found in the country. — Prizes go on public exhibition Wednesday of this week. — The A. C. U. one-mile championship seems to be the race awaited with keenest interest. — Bidwell has gone to Cleveland. — DeBlois is said to be practising down in the forties. — The Hartford Wheel and East Hartford clubs will enter the team race with about equally fast representatives. — Both the Connecticut and Wheel Clubs will entertain during the races. H.

Springfield Heard From

So you would like a correspondent from Springfield. Well, I hardly know what to write about, as that field is pretty well gleaned by the local papers. However, perhaps I can give you odd bits of gossip that may possess the merit of news.

OF course the big tournament is the principal theme of discussion, more especially on account of the presence of so many racing men in town, who are doing their daily spin on the world-famous Hampden Park track. The professionals are represented by Woodside and Morgan, and the promateurs by Ives, Rhodes, Percy Stone, Kluge, and Charlie Adams. The boys take their practice in the morning at about 10 o'clock, and in the afternoon from 3 to 5. Kluge is doing excellent work, and his phenomenal success of last year is liable to be more than duplicated the coming season.

LANGDOWN, the Australian, has as yet done very little. He is waiting, I believe, for a trainer who is to be procured for him by the Springfield Club. It will doubtless be some time before he gets in good form. He certainly gives one the impression of being cut out for a *flier*, as he is of very athletic build and has a very graceful and easy racing gait.

THE popular theory that the bump of combativeness is especially large in auburn-haired people is greatly strengthened by the characteristics of the president of the A. C. U., and the cycling editor of the *Union*. Ducker, we all know, is never so happy as when he is embroiled in a first class row with somebody. And Merrill of the *Union*, whose hair shades quite prominently on the sunny side of red, seems to be equally spoiling for a fight. He pitches in fearlessly, right and left, and is apparently no respecter of persons. His latest row, I believe, is with Secretary-Editor Aaron, and his caustic pen fairly drips with gore. Some of the more peacefully inclined wheelmen think of removing from so dangerous an atmosphere. Personally, however, both these individuals are very pleasant to meet, and I have every reason to believe that the bark of each is worse than his bite. However, let me give you a pointer, and through you to all wheelmen, whether of high or low station, in regard to Ducker. If you want to avoid all complication with the redoubtable chieftain of the A. C. U., don't write to him. Don't commit yourself with him by a single pen and ink scratch, for if you do you may rest assured that it will be brought out against you should occasion ever offer. The fact is that Ducker preserves every letter received by him for use in case of emergencies. I hear a certain official of the L. A. W. is about to experience the benefits (?) of this habit of Ducker's.

I 'M sorry the L. A. W. Racing Board has declared Willie Harradon a professional, and I hope that the petition for his reinstatement, which I hear is to be presented, will be granted. Surely Harradon's offence was so slight that it can easily be condoned.

THE IDLER.

Changes in L. A. W. Rules.

THE Committee on Rules and Regulations recommend: That the President and Vice-President be elected by members at large. Allow the Treasurer a salary of $200 a year. Change tenure of office of Secretary-Editor, so that this office be filled yearly by vote. A new rule governing the removal or suspension of officers.

Opinions and News, in Brief.

ERRATUM. Our printer made us say last week, Buckingham took the Am. five-mile *bicycle* record on a Premier S.S.!! For bicycle, please read tricycle, and it will be OK.

* * *

MASS. representatives, attention! The annual meeting of the L. A. W. State division will take place at Young's Hotel, 28 August, at 7 P. M.

* * *

DURING the Springfield Tournament the Pope Manufacturing Company will open an office at the Massasoit House, and the Columbia tent upon the grounds, will afford an excellent rendezvous for visiting wheelmen, who are cordially invited to make it their headquarters.

* * *

THE proposed extension of Commonwealth avenue, Boston, includes the idea of having a special path for cycles.

* * *

HENRY GOODMAN & BRO., Hartford, Conn., will furnish the programme for the six big meets, commencing with Cleveland, Ohio, and finishing at Roseville, N. J.

* * *

MARK TWAIN has been trying to wear a long linen duster and ride a bicycle at the same time. Combination did not work satisfactorily, but the result was "A volume of vituperation that smoked up through the spokes of that wheel, said to be unrepeatable by persons less gifted in the language than the victim."

* * *

THE Georgia Pacific Railway checks bicycles as baggage, free of charge, to all points between the termini of that road.

* * *

THE captain of the Binghamton Club heads his orders thusly: "General order No. 7," and so on.

* * *

THIS same official gravely "orders" members to see that their wheels are well oiled before starting. He graciously "permits" the wearing of flannel shirts, but prefers the use of "boiled" ones!!

* * *

BINGHAMTON is convulsed with merriment over the asininity of this general "order" business, and some one gets out a take off that is very funny.

* * *

THE *Bicycle Herald* and *The Evangelist*, issued at Springfield, Mass., is a new monthly, devoted to the interest of "muscular Christianity"; to quote, it will "contain the running record, progress of the art, cycling romance, and practical helps."

* * *

THE probable route of the Clericals on their 1887 tour, will be South, taking in Gettysburg and other points of interest in that section.

* * *

A. O. MCGARRETT, the A. C. U. secretary, joined the ranks of married wheelmen, this week.

* * *

LANGDOWN, the Australian cyclist, is making a good impression in Springfield, and great things are expected of him.

* * *

THERE are a lot of new men training on Hampden Park, who will replete the amateur ranks in the fall races.

* * *

IT is said that Hendee's record has been cut in practice several times lately, and by men who are not on the Columbia team, either.

* * *

ABBOT BASSETT as referee at the Springfield tournament. Our cup of satisfaction is now filled, etc.

* * *

CERTAINLY this is a very decided case of "All 's well that ends well," between the L. A. W. and A. C. U.

* * *

TWO Holyoke wheelmen recently "captured" and extinguished an incipient fire while out riding.

NEW JERSEY does not like Rule H, but the Jerseyites seem to think Beckwith on the right side of the fence in the Ducker squabble.

* * *

THE same State seems to think the A. C. U. equal to taking entire care of the racing interests of the country.

* * *

RHODE ISLAND is stirred to the core by what is termed the rowdy behavior of some wheelmen at Cole's Hotel, Warren, R. I.

* * *

WE are pleased to notice that the R. I. chief consul saw fit to administer a public rebuke to these individuals.

* * *

AN exchange says that Hartford has gone decidedly wheel crazy this year, and further states that the tandem is growing in favor with the ladies there.

* * *

A CERTAIN Herr Fortner, of Vienna, recently bicycled from that city to Paris, in eleven days, two hours, beating the best horseback record by three days.

* * *

THE Misses Stone and Curtis, of St. Louis, are tricycling over the roads of California. They enthuse on the fine condition of same.

* * *

MRS. STONE, the mother of the late Cola and of Percy, is now in Boston visiting friends.

* * *

MR. GATES, of Recreation, is touring on the wheel westward. Chatauqua to Minneapolis is the route he is taking.

* * *

A STRAIGHT away run of one hundred and twenty-five miles has been found, over excellent roads from Chicago to Janesville, Wis.

* * *

THE Avondales of Cincinnati, claim a record of 17,251 miles so far this season.

* * *

WHITTAKER claims 71½ miles in 4.55.-32 over the Clarksville road. This time includes "two stops and two headers."

* * *

DR. KENDALL has ridden 1,500 miles this season and not met with a single mishap in the shape of a header.

* * *

THE English *Cycling Times* earnestly decries the way Lacy Hillier has been attacking Americans for the past few issues.

* * *

Wheeling and *Cycling Times* have always been fair and sportsmanlike in their attitude. The *Times* winds up by saying, "we ask American cyclers not to permit themselves to gauge English feeling by the irresponsible ravings of a creature of the hour."

R. TODD, hon. secretary N. C. U., as the mouthpiece of that organization, refuses to admit that the N. C. U. can in any way recognize the class known as promateurs.

* * *

HE says the N. C. U. cannot permit the English amateur (?) to compete with the bold bad American promateurs.

* * *

ALL this information comes from letters to Mr. Ducker and Mr. Bassett, under date of 6 and 12 Aug.

* * *

THE ground of America is not to be hallowed this fall by the foot of that eminently respectable journalist, Lacy Hillier, Esq.

* * *

WE regret this, as we were in hopes that he might be caught, tamed, and educated up to the belief that all Americans are not cheats, falsifiers, and pick-pockets.

* * *

IF his eminent respectability would only permit him to come out of his shell, and his malice did not obscure his eyesight, he might be made to see that a gentleman is by no means an unknown quantity in "the States."

* * *

WE tremble ! ! This same L. H., Esq., has settled the hash of poor Prial, for daring to criticise his eminently respectable methods.

* * *

THERE is only one hope, and that is, he may pity our insignificance and pass us by in silent scorn.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A Loud Protest.

Editor Bicycling World: — Perhaps I may be to some degree instrumental, through the columns of your paper, in preventing the spread of a misapprehension on the part of riders in this country respecting the feelings of the majority of English riders, and having reference to the question raised (with so much good taste and decency), by the editor of a trans-Atlantic contemporary, whose motives must be all too apparent to the "initiated few."

I believe from knowledge of the English contestants at last year's tournament, and from conversation with them, that they were highly gratified, both with the style and value of the prizes they gained, and I do not for one moment think that the action of your contemporary will result in hoodwinking a score of intelligent men.

I should like to place on record here my complete disagreement with (amounting to a contempt in some instances), for those individuals who, to gratify some narrow jealousy or contemptuous bigotry, prostitute their editorial position by an endeavor to create an air of distrust between two such collections of men, who have so much in common, as the English and American riders of the wheel.

Yours faithfully,
A. KENNEDY CHILD,
Ripley Road Club, London.

"Karl Kron" on the "Cycle" and the Orange Wanderers.

Editor Bicycling World: — Your contemporary, the *Cycle*, gave three columns of its rather limited space, 30 July, to a correspondent who abused me because I had called public attention to the truth that, in his official capacity as president of a cycling club, he had formally proclaimed a surrender of all upon the road." "Equal rights for all upon the road." The pioneer rider and best-known member of that club thereupon sent to the *Cycle* a letter declaring that I had told the truth in saying that *he* was utterly opposed to such surrender.

The Secretary of the New York Bicycle Club, whose opinions have been more than once declared in the *Cycle's* columns and your own, to be worthy of respect (though he is not an acquaintance of mine, and I had never, at that date, even so much as exchanged notes with him), also wrote a similar letter telling the *Cycle's* editor that the language of my protest was not more vigorous than the emergency demanded, and was much milder than the verbal protests which were freely uttered among metropolitan wheelmen.

At the same time, I myself, knowing nothing of these two friendly acts in my defence, sent still a third letter to the *Cycle*, asking that, as it had allowed a man to annoy me by printing my family name five times within a space of six inches (giving thus a curious confession of his inability to say a word against my argument for "equal rights"), it would allow me to explain in detail "to editors and correspondents" why I hoped they would not abet other men in repeating the offence. I think my letter was no longer than the one which called it out, and I said I would be satisfied if only the first third of it were printed.

Now these three letters made such "a perfect avalanche of manuscript," says the *Cycle*, "that if we were to print it all we should have to increase the size of our paper." This increase is just what the WORLD would have resorted to under the circumstances; but the *Cycle's* dread of the expense is not remarkable. Each editor must be his own judge of the amount of cash which he can afford to spend for "special features," even in repairing an admitted wrong. I do not criticise the *Cycle*, for allowing less than two columns in which to "give the gist of all"; for it prints enough to show that the wheelmen of this country are really solid with me in my protest against the surrender of our old-time demand for "equal rights." I do not criticise it even for condensing "the gist" of my own long letter into ten lines, — because the instinctive feeling of decency possessed by writers for the cycling press has led them all to frown upon this queer attempt at "calling me out of my name"; and so my letter was not really needed as a reminder. But the *Cycle* — not content with the simple admission that it could n't afford to print the two or three extra pages needed for the letters, which a pair of representative wheelmen sent in (defending me against the page of abuse which it had previously printed), adds the funny remark, "To print one and not all would work an injustice."

The logic of this makes me smile. The three letters were not opposed or contradictory at all, but were cumulative in my defence, from three different personal points of view! My own letter was of least public interest, being merely a defence of a personal whim which had been unfairly attacked; and Mr. Shriver's was merely an amplification of truths previously printed by him in BICYCLING WORLD. But Mr. L. H. Johnson, as a pioneer rider at the Oranges, in '79, as a pioneer writer in the BICYCLING WORLD, as a pioneer amateur champion upon the racing path in America, and as the only member of the Orange Wanderers, whose name is known from Maine to California, — certainly deserved to have his letter printed in full. I say it was "bad journalism" not to print it, — even at the cost of a supplementary page; while the notion that the crowding out of the other two letters, to make room for it, would "work injustice" to Mr. Shriver (least of all, to myself) is a notion that, as said before, makes me smile.

I enclose, for your inspection, my dozen pages of rejected manuscript. If any paragraphs in the same seem likely to amuse your readers, I shall be glad to have you print them, though, I of course cannot presume to say that such purely personal notions are worth your printing.

KARL KRON.

WASHINGTON SQUARE, N. Y., 17 Aug., 1886.

[Below we give the rejected letter alluded to above. We have before expressed the opinion that Mr. Kron's desire to be known and addressed by that name should be respected. — *Ed.*]

"K. Kron" was the signature which I appended to my first road report, seven years ago, in the old *Bi-Journal;* and I have signed it to every letter since written for the wheel press, or for a wheelman's private perusal. By that name I responded in behalf of "The Unattached" at the League's first annual dinner in '80; by that name I have introduced myself, or been introduced, to all the wheelmen whom I ever spoke to; and by that name I have persistently proclaimed my business as a publisher, all over the globe for three mortal years. During this interval I have distributed thousands and thousands of circulars and specimen chapters bearing the following request: "Newspaper writers who may chance to know my real name, as that of the author of 'Four Years at Yale,' are specially requested to kindly keep that knowledge to themselves."

My case is thus shown to be quite different from that of a writer who hides behind a casual *nom de plume;* for there is no concealment of identity, — no affectation of mystery, — no nonsense of any sort. My exact residence is advertised far and wide; and no one who has any good reason for wishing a personal interview with me can pretend that there is any difficulty about getting it.

When I insist that all cyclers who speak to me shall say "Mr. Kron" simply, and that all who write to me shall use that name and none other, I inflict a hardship upon no one; I stay strictly within the limit of my inalienable rights, as a business man, to manage my business in my own way. When I say to people who feel impelled to advertise me in print, or in private talk, that I would rather not be mentioned at all than be mentioned by any other name than my chosen trade-mark, I may fairly expect that no man of gentle instincts will deliberately go out of his way for the sake of giving me offence. It surely seems easy to grant a man the purely negative favor implied in letting him alone, and allowing him to lead a strictly private life when business hours are over.

"There is a great difference between having yourself discussed among your acquaintances, and having yourself discussed by the world at large, and discussed, too, against your will, when you have no desire for notoriety." Now, as "Karl Kron," I consider myself, in a certain sense, the acquaintance of a majority (say 30,000 or more) of the wheelmen in this country; while to the remaining 55,000,000 of inhabitants I am absolutely unknown. As I have always sought to lead a strictly private life, I suppose there are only a few hundreds of them (mostly Yale men), to whom the sight of my family name would convey any idea of a person whose existence they were aware of; but even if it were familiarly known to hundreds of thousands, that fact would not affect my argument as to the injustice of "giving me away to them," against my will.

My argument is, that as "Karl Kron," I have staked the three most laborious years of an always busy life, and $4,000, of a by no means magnificent patrimony, upon my ability to so please the wheelmen of this country, as to make them gladly serve as my unpaid agents in forcing a sale of thirty thousand books; that my failure in this attempt (which all tradesmen of good judgment look upon as visionary and hopeless) would be as disastrous a personal calamity as a man's bitterest enemy might long for; and that, *therefore, whoever may wish to injure me, or to punish me for any wrong which he thinks I have done him, has the amplest opportunity, without going beyond the circle of my thirty thousand cycling acquaintances, or trying to discredit my family name before an unknown multitude of outsiders to whom no defence can be addressed.*

KARL KRON.

Old Country Talk.

THE week ending with 7 August was, perhaps, the most remarkable for record-breaking of any similar periods of time during the year. In the first place, G. P. Mills, of the Anfield, upset his own twenty-four hour road record of 259 miles, doing 273 in spite of a stiff breeze, which troubled him most of the way. The "Anfielder," by the way, speaks very highly of the ball-bearing head fitted to his Humber, and the machine, I am told, finished in as rigid a condition as that in which it started. Then A. P. Englehart lowers the five-mile bicycle record to 14.1½ on a Kangaroo, and F. S. Buckingham takes the five-mile tricycle record in 15.40½. This same Buckingham has, during his racing career, captured about two hundred prizes.

I. E. FENLON, of the Gainsboro', at Torbay track, on 4 August, lowered the twenty-five mile bicycle record to 1.14.38, upsetting a number of others on his way. This is one of the best tracks in the country, limestone being its chief component part, and its sheltered position, and natural advantages generally, render it eminently suitable for record-breaking.

THE long-distance fever, to which the WORLD sardonically referred a few weeks back, is raging here. Three days after this is posted, Mills starts on a tricycle from Land's End to beat Marriott's record, Marriott at the same time starting on a safety to beat Mills's bicycle record. I. W. M. Brown, of Long Sutton, and Lennox are also on the warpath in this connection, and the limits of human folly are still far away on the distant horizon.

GEORGE GATEHOUSE, the Cambridge University crack, won the fifty guinea Challenge Cup of the London Wheelers last Saturday, beating Speechly, the mile record holder, on his own track. Gatehouse is in magnificent form just now, having apparently yielded himself up body and soul to his trainer, beside whom he sits at race meetings like a slave at the feet of his master. He is a fine looking fellow and if he does not get spoiled by 'Varsity vanity, should become immensely popular with the crowd.

MAKER'S amateurism in England is absolutely blatant. Men whose appearance gives the lie direct to the idea of their paying their own way, ride at various meetings throughout the country, to-day in the North, to-morrow in the South, a day or two after in Ireland. The Union looks on helpless; and after all, there is not much harm done to the interests of sport, if the handicappers keep their eyes open and do their duty. What we are waiting for with some curiosity is to see how the Union decides to deal with the A. C. U. One thing is certain, and that is, that the independent British papers whose editors do not care a red cent for offending the official world of cycling, will speak out pretty plainly upon the folly of the position, if the N. C. A. is hypocritical enough to pretend that its amateur law is purer than that of the A. C. U., and that therefore the latter cannot be recognized.

EVERY effort is being made by the *Bicycling News* to prevent any Englishman from going to Springfield, and the story as to bad value of last year's prizes has been sprung upon the public, just in time to ensure Ducker's reply (whatever it may be), arriving too late to influence our racing men in their decisions. There is an extraordinary vindictiveness in the dead set made against America by this paper, which it is sincerely to be hoped will not be mistaken by American wheelmen for a national sentiment. It is purely individual, or at best shared only by the few sycophants who are unable to distinguish between love of sport and rampant spleen in the editor of the paper.

THE Harrogate and Guildford Camps, held during the August holidays, were very successful, and the love of camping out seems in no danger of diminishing in the wheeling heart. Perhaps its most dangerous foe is the introduction of the British matron to the pleasures of camp life. The presence of woman in our hours of ease may be soothing and beneficial in its influences, but when a gathering of young men is invaded by some score or so of noisy, elderly women, lugging babies and other *impedimenta* about with them, and flaunting their adipose tissue on tricycles, the young man begins to feel that there is a time for all things, and that the time has come for him to be somewhere else than where he is.

F. W. ALLARD, the five-mile tricycle champion, has developed into the fastest man on the three-wheeler we have. When first he beat Furnivall, the latter's knee was out of order and the race was thought to have been not a true run one, but he has since trained on to such an extent that it will be a very near thing between Furnivall and him for favoritism when next they meet.

WEBBER has decided, at the last moment, to stand down from the fifty-mile championship decided next Saturday. English, Gatehouse, Fenlon, Hale, and Adams are the favorites for the last of the championships. THE BARD.

LONDON, 12 Aug., 1886.



Corey and Huntley's Ride.

THE illustration at the head of this article is an exceedingly good likeness of Messrs. Corey, Huntley, and the Humber tandem they rode in their record ride, as described below. For the benefit of those who do not know the originals we would say, Mr. Corey "takes the front seat," well backed up by Huntley. Mr. Reed has not only got good facial likenesses but he has caught the action of the scorcher and thrown it into the sketch.

ABOUT ten days ago Harry Corey, of the Massachusetts Club, thought it would be a good idea to make a 24-hour tandem tricycle record on the road, and Mr. Ducker, President of the A. C. U., was notified that an attempt would be made by Messrs. Corey and Huntley of the Nonantum Cycling Club of Newton. Neither of the above-named gentlemen trained for the event with the exception of three days' practice on a Rudge Humber Tandem, the machine which they intended to use. It was their idea simply to make a record for the time being, and if it was beaten to try it again later on. Precautions were taken by the various members of the Nonantum Club, including Mr. J. H. Lewis, Vice-President of the A. C. U., to carefully check the cyclometers and to attend to the riders during the rests. The machine used was fitted with 42-inch driving wheels and geared up to 55 inches. It weighed about 100 pounds. At precisely two o'clock they started from Newtonville, with Drummond and Doane as pace-makers. They first went to West Newton, over across Center Street, to Crafts, down Crafts to Washington, thence to Babcock Street, Allston, *via* Newton, to Brighton, returning through Babcock Street, Brighton, to Chestnut Hill Reservoir, around the Reservoir, down Chestnut Hill Avenue to Brighton, through Newtonville to West Newton, and then back to Newtonville, arriving at 3.55 P. M. Distance ridden, 24⅜ miles. Time for 25 miles, 1 hour and 57 minutes. They stopped four minutes for refreshments, and with the same pace-makers started at 3.59 P. M., and after encircling Washington Park they rode through Walnut Street to Newton Centre, around the Lake and up Highland Avenue to Needham, returning through Highland Avenue to Beacon Street; up Beacon Street to the signboards, and returning by Walnut Street, thence to Newtonville. Distance, 26⅜ miles. Time of arriving, 6.04 P. M. Total distance, 50½ miles. Time for 50 miles, 3 hours and 59 minutes. Stopped 24 minutes, and started at 6.28 P. M., with Kirk Corey and H. A. Fuller in charge as pace-makers. They took the Newtonville course, through Waltham, Auburndale, and West Newton, then back through Newtonville, Brighton, and Allston, circling the Reservoir, and returning to Newtonville *via* West Newton, arriving at 9.17 P. M. Distance, 29⅜ miles. Total distance, 80⅛ miles. They rested 10 minutes, and started at 9.27, with McCurdy and Ellison in charge. They rode over the Needham course, as before specified, and returned to Newtonville at 12.20 A. M. Distance, 25⅜ miles. Total, 105⅜. Rested 20 minutes, and started at 12.40 A. M., over the Newtonville course, with Drummond and Kirk Corey in charge, returning at 1.23 A. M. Distance, 7⅜ miles. Total, 113½ miles. Stopped 5 minutes, and started at 1.28 A. M., with Fuller and Kirk Corey continuing in charge, and rode over the Brighton and Allston course, returning to Newtonville, arriving at 4.30 A. M. Distance, 22¼ miles. Total, 135⅜ miles. Stopped 37 minutes. Started at 5.07 A. M., with McCurdy and Williams in charge; rode through Waltham, West Newton, and Auburndale, returning to Newtonville at 6 A. M. Distance, 7⅜ miles. Total distance, 142⅝ miles. Stopped 2 minutes, and started at 6.02 A. M., with Drummond and Williams, over the Needham course, returning at 9.18 A. M. Distance, 26⅛ miles. Total distance, 169⅛ miles. Stopped 22 minutes, and started at 9.40 A. M., with Sidwell and Porter, over the Newtonville course, returning at 10.20 A. M. Distance, 6⅜ miles. Total, 175½ miles. Stopped 7 minutes, and started at 10.27 A. M., with Sidwell and Marple in charge, over the Brighton and Allston course, returning through Newton Centre to Newtonville at 12.47 P. M. Distance, 18½ miles. Total distance, 194 miles. Stopped 3 minutes, and started at 1 P. M., with Drummond and Williams in charge; went through Waltham and returned through West Newton to Newtonville at 1.52 P. M. Distance, 8⅛ miles. Total distance, 202⅜ miles for the 24 hours. Had it not been for the severity of the weather during the night, which stiffened Corey's muscles, a better record would have been made, but he being on the front of the tandem, and the night being very cold, he got the full benefit of the dampness and the wind.

Both riders feel confident that they can do close on to 250 miles, and will probably try it again later on if a suitable day can be found. They will attempt some of the shorter records very soon, and they feel confident that they can make fast time. A few days before the race they rode 10 miles on the road in 44 minutes. The tandem used was a Rudge Humber, similar to the one that Jos. Pennell, the author of the articles in the *Century Magazine* entitled "A Canterbury Pilgrimage," used during his tour in Italy.

SUPPLEMENT BICYCLING WORLD, 27 AUG., 1886.

THE LYNN TRACK. (SEE OTHER S DE



The Lynn Track.

(See Illustrations Other Side.)

A YEAR ago Lynn had not even conceived the idea of a race track, and yet to-day they have as complete, well-appointed and as fast a track as there is in the world. Appreciating the fact that the readers of the WORLD want to know something about this already famous track we present a sheet of illustrations which we hope will please our patrons, and indicate to them that this paper is still progressing and determined to keep the lead as it has done in the past. We append some statistics in connection with the Lynn track). In regard to the dimensions it is twenty feet wide on the back stretch, and thirty feet on the home stretch, the length of which is four hundred and nine feet. It might be well to mention that it is a three-lap track, though probably most every one knows that already. The corners are raised about twenty one inches, the surface is the same as it was early this season, namely, the finest screened blue gravel. The association was incorporated 26 March, 1886, as follows: — Directors, T. A. Carroll, president; S. S. Merrill, vice-president; W. W. Stall, Wm. A. Rowe, E. G. Gordon, Wm. A. Bond, J. H. Sherman, G. E. Butler, G. S. Porter; E. M. Bailey, secretary; Wm. Forsyth, treasurer. The Lynn track is situated corner of Western avenue and New Chatham street, a little over a mile from the depots and the "Boscobel," and is easily accessible from all parts of the city by horse cars and barges, and also to wheelmen by good roads from all surrounding cities and towns. In regard to records, Eck broke the quarter mile professional record on 17 June and on 5 July. Rowe broke all the records from four to ten miles inclusive. Many of the men while training have made very fast time, which, while they are not records made in public, show that the track is very fast, as for instance Hendee's mile in 2m. 30s., for which he was given credit as having made in a practice heat. Some of the men who are at present training there are as follows: — Rowe, Neilson, Hendee, Burnham, Knapp, Foster, Crocker, Whitten, Gaskell, Getchell, and a number of lesser lights. Merrill, the champion of the Pacific slope, is also among the flyers who are now training daily. The accommodations for the public are ample. A two-story grand stand and large in-field will take in a big crowd. The racers have fine dressing-rooms in a quiet part of the track. In long races a post carrying the number of laps to the run confronts the rider as he flies past the judge's stand. This is a great idea, and does away with the old-fashioned way of having a man howl out the number which nine out of ten times is not heard. To sum up, everything that experience or forethought can suggest has been utilized for convenience of rider and public alike.

THE thoughts of all men interested in racing are now turned towards the tournament to be held by the "big four racing associations," and Lynn will be heard from and seen in such a way next month that all who see and participate will look forward to the "second annual meet, 1887," of the Lynn Cycle Club as a thing not to be missed. We print on another page the list of prizes. Study the advertisement of races on another page and see what a rich list of events and what fine prizes are offered.

"Pedals" in Patland.

Editor Bicycling World: — Saturday, 7 August, found us in Dublin with nothing in particular to do. In order to do it up brown, we repaired to a neighboring cycle depot and hired a machine to visit Phœnix Park. The only available one was a "Kangaroo," and as a six-footer who is not particularly stout does not show to much advantage on a wheel of this type we were somewhat chary of taking it. However, as it was a question of

KANGAROO OR NO RIDE,

we succumbed, and having obtained the directions of the Park we started. After an hour's wandering in the lanes and alleys of the city we arrived at the Park gate. The main avenue, which formed part of the fifty-mile course over which such wonderful time was made in the recent race, leads directly from the gate in a straight line for over a mile. The surface would not seem to admit of such riding as it is no better than that of the Milldam, and, besides, has some very heavy grades. The afternoon was spent in exploring the Park under the guidance of a local cyclist. While much more extensive and very beautiful in regard to scenery, for cycling the Phœnix is

FAR BEHIND CHESTNUT HILL.

This is almost the only available riding for Dublin wheelmen, and they seem to think it something grand. Tuesday, 10 August, at Cork we attended the cycling tournament given by the Cork Cycling Club at the Mardyke Cricket Grounds, Cork. The track was a grass one, five laps to the mile, and reminded me of the track on the Common Fourth of July, except that in this case there were no walks and gutters to be ridden over. The programme gave fourteen events, but as the first race was not started until 2.30 we were unable to see the last five. Those we *did* see, however, were in one respect, at least, better than any that have been run lately in Massachusetts, in that they were

GOOD HONEST RACES

from start to finish. With the exception of the South of Ireland championship, all were handicaps. McTaggert, of the local club, was the only scratch man on the field and the favorite of the assembly. Lowry, of the Limerick Bicycle Club, a five yards man, was, next to McTaggart, the best on the field, and the only one who could at all hold the Cork champion. In the first, a one mile, McTaggart fell a victim to the abominable track, and his racer, after he arose from his seat among the spokes, looked as if a cyclone had been playing with it. Lowry took this race and also a three mile one, in which he and McTaggart rode neck and neck the entire distance at the top of their speed. The time for the three miles was 11m. 48s.. In the second race, a two mile handicap, J. G. and G. F. Levis, brothers, and both of the Cork Cycle Club, took the first and second places, with hardly a foot difference between their wheels against a field of seven others. This family resembles that of the

LAMENTED COLA STONE,

as there were four brothers on the field, all crack local riders. The youngest, about the size of young Porter of Newton, received an ovation in capturing third prize in a two mile race where he received 500 yards handicap The great event was the six miles South of Ireland championship. The only entries were McTaggart and Lowry. One of the local men rode two laps and then had enough. It was neck and neck the whole thirty laps between the Limerick and the Cork men. Time after time McTaggart sought to pass Lowry, who was setting a tremendous pace for the track, but he could never get more than a moment's lead. Round and round they went, as if every lap was the last, while the audience kept up a continuous cheering and hurrahing. Finally the last lap came, and, still close together, the pair redoubled their efforts, but it was only at the tape that McTaggart by a grand effort gained a lead of about six inches and so won.

WILD WAS THE EXCITEMENT.

The victor was hoisted upon the shoulders of the admiring club men, and carried round the field. A hundred yards slow race in three heats proved uninteresting as the competitors nearly all fell off before the finish. The gate receipts were small, but there was a large crowd outside the back stretch fence which seemed to enjoy the sport as much as as those who had paid a shilling. In contrast to Lynn, there were not more than twenty cycles on the grounds, and these would not average as well in regard to looks as the usual array at Chestnut Hill.

PEDALS.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year. Notice our new rates of advertising under "For Sale" column.

RECORDS

ON THE ROAD FOR THE

RUDGE HUMBER

TANDEM.

10	Miles	-	-			44	Minutes,	Aug. 12
25	"	-	-	1	Hour	57	" "	18
50	"	-	-	3	"	58	" "	18
202	"	-	-	24	"		"	18

MADE BY

W. H. HUNTLEY AND H. D. COREY.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NO PURCHASER CAN AFFORD TO MISS

APPLYING FOR THE LAST EDITION OF

OUR 50-PAGE CATALOG,

PRINTED IN JULY,

Which contains many recent testimonials regarding the Cycles manufactured by

GORMULLY & JEFFERY,

CHICAGO.

THE AMERICAN

CHAMPION.
CHALLENGE.
SAFETY.
IDEAL BICYCLE.
IDEAL TRICYCLE.

ALL OF WHICH ARE

Thoroughly High-Grade and Reliable Machines,

AND HAVE NO SUPERIORS FOR USE ON AMERICAN ROADS.

Col. A. A. Pope.

IT is not our purpose to give a history of the gentleman whose name heads this article. Col. Pope's origin and past history are familiar to all cyclists, but it is our purpose to give to the readers of the WORLD the result of our chat we had with the Colonel on his arrival home from a two months' trip in Europe, knowing that views from this source will be both interesting and valuable. The *Pavonia* arrived in port last Saturday, at about 2 P.M., after an extremely rough passage. The Colonel reports he lost all interest in things terrestrial during the height of the storm, not even the cheerful suggestion of Mr. Day, that the ship would probably take a header towards the bottom could rouse the Colonel to anything like interest in things of this life. Tons of water rushed continually over the big ship, and on several occasions she rolled so that the brass rail on her hurricane deck was immersed. It was no weather to sit on deck and enjoy the pleasures of *dolce far niente*. However, to judge from appearances, Col. Pope and sea-sickness agree, for certainly he looks the picture of health. We asked the Colonel to give us his views of the general bicycle business outlook in England. He said, in substance: "My trip to Europe was taken principally for pleasure; though, of course, Mr. Day and I had an eye to seeing what was what. My impression is that the period of immense yearly strides in the business has passed, and now the big dealers have settled down to a steady production with a normal increase in their business yearly. The small fry makers will, I think, have to go, they cannot compete with the large makers. One thing I noticed in England, and that is, the first machines ever made there are fast getting worn out, and there is quite a demand on the makers to supply the vacuum thus caused, so to speak. We have not arrived at this state of things yet. The first machines made by us are still in use, none having worn so as to be unfit for use. I was astonished to note the great increase in the use of the tricycle as a carrier in London, and in fact all over England. Singer carriers are used by the government to deliver parcels. These are mostly in tandem form. The butcher, the baker, and the milkman all utilize the three wheeler as a means of delivering and vending their goods.

"One thing I am satisfied of, and that is we, in this country, have now nothing to learn from the Englishmen as to how to build a bicycle. I looked at nearly all the principal makes and I could not find a point that was in any way an improvement over our own. It has been and is still my belief that the time will come when American cycle manufacturers will be able to export to Europe and compete with the English makers, but I must admit that time has not yet come. As yet, labor and material are cheaper with them though we have the advantage of using machinery more generally. It is a fact, however, that American machinery is being more used by the English makers than heretofore." We asked the Colonel if he had felt the pulse of the English on the American L. A. W. A. C. U. imbroglio, but he confessed he had not gone into this question at all. After a little more pleasant chat on some of the Colonel's personal experiences, we took our leave. Col. Pope saw Mr. Overman at the Langham in London. The most of his time abroad was spent in England and a short time in Paris.

We also had a short chat with

GEO. H. DAY,

the manager of the Columbia Works at Hartford. He corroborated the Colonel in his observations on the state of the English cycling trade, and referred particularly to the decrease of small makers. "I am told," said he, "that the number of small manufacturers is decreasing rapidly. Many have failed, and some, realizing that they cannot compete with the large firms, are going out of the business.

"In bicycles there are no changes being made, and none are demanded. Every innovation is regarded as a trap, unless I except the general tendency to expose a little more rubber to increase elasticity. This we did two years ago. In tricycles the makers are settling down to standard patterns. I did not find much enthusiasm for safeties, but some of the dealers are sending great quantities to the continent." Mr. Day gained much valuable information by going out on the road among wheelmen, getting from them unbiased opinions of different types of machines. The makers are introducing more machinery, much of it being American made. Mr. Day has come back well stored with information of a practical nature. In fact, to his practical understanding of the business is due greatly the character of the Columbia tricycles.

AT the entrance of a restaurant in Pesth where young ladies are employed is posted a notice, reading: "Gentlemen are requested to abstain from kissing the waitresses on the stairs, as this is a fruitful source of breakage and impedes the service."

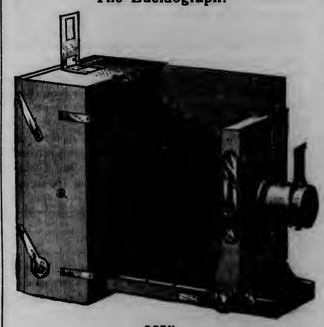
The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and reports of all the prominent wheelmen, etc. Send $1.25 for a copy and subscription to the BICYCLING WORLD for one year. Look at our new rates advertising under "For Sale or Exchange" column.

GORMULLY AND JEFFREY'S new building will soon be a fact, and when added to their other two will make a very imposing factory. Mr. Gormully is expected home from Europe in about four weeks.

He sat on a bicycle straight as an icicle, and she on a tricycle rode by his side,
He talked like a jolly fop, and naught could his folly stop, with all kinds of lollipop enlivening the ride.
At last incidentally, more instinctive than mentally, he grew sentimentally saccharine sweet.
And he told with intensity, of love's strong propensity, its force and intensity, fervor and heat.
Just then o'er some hummocks he sprawled out kerflummux, and she thought what a lummux to tumble just then!
But he climbed to his station, while she said with elation, "Renew your narration; say it over again."
—*Spectator, St. Louis.*

MANUFACTURE

The Lucidograph.



OPEN.



SHUT.

IN attempting to describe this wonderful little instrument, we feel that it becomes us first to give some explanation regarding the name. Like the names of many other similar appliances it fails to express the real purpose of the instrument, and will not be found in any of the many dictionaries or encyclopedias of the day. It is derived from the Greek word "grapho," to write, and the Latin "lucidus," light, therefore Lucidograph means "Light-writer."

The introduction of the tricycle as a practical and popular road machine, removes the obstacle which has kept so many cyclists from using the fascinating "Art of Photography," to secure the numerous bits of beautiful scenes to be met with in their outings. Realizing in advance the need of a compact, yet first-class instrument for this and similar purposes, the lucidograph was introduced.

Although, for the majority of work for which a view camera is likely to be used, the "swing back" is not desirable, the lucidograph is fitted with double swing, as well as sliding front on size above 5 x 7, and added attachments by which the swing and sliding front are instantly centered and made stationary. We would here call special attention to the improved double swing, in the construction of the lucidograph. By attaching the portion to which the ground glass is hinged to the tripod, we have done away with the "swing back," as when, for instance, we wish to take into the view more of the upper portion of a building, we tilt the

bed upward while the ground glass remains stationary; thus the adjustment of the picture can be made with the "swing front" instead of the tripod, and the lines kept perpendicular. We will, therefore, use the term "swing front" instead of "swing back." The bed is made rigid by clamping to the door, and as the clamp is near the outer end, greater rigidity is secured. The same appliance is the means of gaining the double swing front. This instrument can be used for making either vertical or horizontal views, equally rigid and convenient in either position. When used in the horizontal position the slide to the plate holder can be drawn to the left or right. The focusing is attained by a fine rack and pinion, the front standard moving in metal guides and track. The ground glass frame is attached by our patent method which, as is well known, has no equal for convenience and safety. The body of the camera is made of best quality mahogany, highly polished; the interior portion of selected cherry, the bellows of A1 rubber, cardboard and silesia. The plate holder is a "Feather Weight." The tripod is also known as the "Feather Weight." When folded, everything except the tripod is inclosed in the case. The 5 x 8 size measuring 9½ x 6½ x 4½ inches. Smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship, and is first-class in every respect for cyclists use. It cannot be beaten. It has all the modern improvements that experience and ingenuity can suggest.

RACING NEWS.

At a meeting of the League Essex County (Mass.) Wheelmen held lately, it was voted to hold a race meeting, 9 October. The races will be on the Lynn track, probably.

Fourth annual fall meeting Kings County Wheelmen, Saturday, 18 September, 3.45, Brooklyn Athletic Association Grounds. Races will be as follows: —

One-mile novice club, K. C. W.
One-mile novice, open to all amateurs.
One-mile lap, open to all amateurs.
Two-mile team, open to four members of each club.
Two-mile handicap, open to all amateurs.
Three-mile handicap, open to all amateurs.
Five-mile scratch, open to all amateurs.
One-mile consolation.

Entries close 11 September, to Chas. Schwalbach, 124 Penn street, Brooklyn. Fifty cents for each event. L. A. W. rules govern all contests.

The new track of the New Jersey Cycling and Athletic Association, is to be still further improved by the addition of a top layer of fine gravel and screened clay. While this will interfere somewhat with the practise spins, the improvement will be very great, and the track made as fast as any in the country.

No. Attleboro, Mass., will have some races, 14 September, under the management of the Columbia Bicycle Club, of that place. The Columbias are well known as a club that gives good races.

The beautiful grounds of the Kansas Central Agricultural Society, where the eleventh annual fair of the association, 22, 23 September, will be in progress, have been generously tendered for the use of the Central Cycling Club of Junction City, a League club, from whose membership our invitation comes. Citizens of the place have contributed a sufficient sum to provide a magnificent four-lap cinder path for the exclusive use of wheelmen, and when completed it is understood that there will be no finer track for bicycle races in the West. Address all communications relative to entries for races and for general information concerning meet to Chas. S. Davis, secretary Kansas Central Agricultural Society, Junction City, Kansas.

Rowe was very much disgusted because our type made us credit him with 2.39, in a practice spin, the other day, instead of 2.29, as it should have been.

The Inter-State Bicycle Association will have another tournament at Beaver Falls, Ohio, 17 September, the entries to which will close 15 September, with S. H. Dawson, of Beaver Falls. A good programme is offered.

Sanders Sellers cannot come to America this fall.

An effort will be made to have Harradon reinstated an amateur under the L. A. W.

F. W. Allard beat the best tricycle one mile record for Lilliebridge track in 2.58 2-5.

G. Gatehouse beat Speechly in the five-mile (fifty guinea challenge cup) scratch race in 14.30 4-5.

J. E. Fenlon captured all the bicycle records from eleven miles to twenty-five miles, recently, at Paignton, England. He did the twenty-five miles in 1.14.38, beating the record 2. 3. 3-5.

C. E. Taylor, of Long Eaton, England, beat Allard's tricycle mile record by 5s., covering the mile in 2.49.

G. P. Mills, of the Anfield Club, Liverpool, has taken the twenty-four hour record on a bicycle, by covering 273 miles.

C. Dwyer of the Ferndale Club, Melbourne, Australia, captured the Australian bicycle record for one mile, in 2.38 2-5. He also takes the 25-mile record for that country, in 1.15.1 2-5.

Hale, of the "racing Gainsboroughs," took the "bicycle championship of Europe," at Berlin, 16 August.

Chairman Bassett in his official recognition of the A. C. U. winds up with this special warning to L. A. W. members: "Any wheelman who races with professionals or professionals can no longer retain his status as an amateur; and any member of the League who desires to compete in other than amateur races, should, before action in that direction, forward his resignation as a League member to Secretary Aaron, else expulsion from the organization must be expected."

At St. Hyacinthe, P. Q. — 12 August, on the race track. Half-mile, boys 15 years and under — W. Greaves (1); J. Burnett (2). Three-mile handicap — J. H. Robertson, scratch, 9.37; W. D. Brohm, scratch (2) by two feet; J. Burnett, 50s. (3).

The Queens County (N. Y.) Agricultural Society offer the following premiums for bicycle riding, to be competed for, at the fall fair, to be held at Mineola, 21, 22, 23, 24 September, 1886: —

First prize, $10 medal; second prize, $7 medal; third prize, $5 medal.

No. 1. — Tuesday, 21 September, 2 P. M., two mile race, open to all residents of Queens County.

No. 2. — Wednesday, 22 September, at 2 P. M., mile heats, best two in three, amateurs, open to all competition.

No. 3. Thursday, 23 September, at 2 P. M., two mile race, open to all competition.

Entrance fee $1.00, in addition to members' ticket. Five to enter, three to start. Entries close Saturday, 11 September, 8 P. M., at the society's office, Mineola, or will be received at any time previously, by the secretary, Jacob Hicks, Old Westbury, Queens Co., L. I.

The Vermont Bicycle Club, of Brattleboro', will hold a race meeting, 2, 3 September.

Latest advices state that Howell is improving, though slowly, and fears are expressed that some time must elapse before he can race again. In the mean time, Wood is having a picnic.

Jack Keen recently beat a horse in a twenty-mile race, in 1.7.8 3-5.

Young Harradon, of Springfield, is not possessed of a racing machine. This is not as it should be. Harradon on a racing machine would be able to show the way to some very good men.

The Elmira Club announce all in fine trim for their races to take place 6 September. Remember the entries close on 4 September. Address C. L. Nichols, captain Elmira Bicycle Club, Elmira, N. Y.

The first prize in the five-mile race at the Orange Wanderers cycling tournament, 4 September, is a Beeston Humber racing bicycle, value $150, donated by Llewellyn H. Johnson, Humber & Co.'s, agent. So desirable and valuable a trophy will undoubtedly attract a large field of flyers, and add greatly to the interest of the meet.

The Cowen challenge cup two-mile amateur championship of the North was run at Gateshead, 7 August, and was won easily by W. A. Illston in 6.59 2-5.

The Newcastle (Pa.) races, 19 August. Result of races: —

One mile, novice — Won by C. D. Pierce; time, 3.20 2 5. L. N. Crawford (2).

Half mile, open — Won by S. P. Hollingsworth, of Russiaville, Ind.; time, 1.27 2-5. C. M. Brown, of Greenville (2).

One mile, 3.10 class — Won by C. M. Clark, of Pittsburg; time, 3.35 3-5. Elder Morehead, of Beaver Falls, (2).

One mile, open — Won by C. M. Brown; time, 2.59 3-5. S. P. Hollingsworth (2).

Two miles, open — Won by C. M. Brown; time, 6.54. S. P. Hollingsworth (2).

One mile, 3.00 class — Won by S. P. Hollingsworth; time, 3.09 4-5. W. A. Crawford, Newcastle (2).

Quarter mile, L. A. W. Pennsylvania State Championship — Won by C. M. Brown, in 42s. W. A. Crawford (2).

Boy's quarter mile heat race — Won by F. Johnson, aged twelve, in 1.03; L. Seckler (2).

Two miles, 6.30 class — Won by S. P. Hollingsworth; Banker, of Pittsburg (2).

The fourth annual bicycle meet and races of the Pennsylvania division, L. A. W., was held at Williamsport, 19 August. Result: —

Mile novice race — Arthur Monnies, Scranton (1) in 3.08 2-5; J. B. Nallen, Scranton (2).

Half mile ride and run — N. R. Hubbard, Williamsport (1), in 2.05; J. B. Nallen (2).

Half mile Williamsport Club championship — J. W. Rowman (1) in 1.23.

Quarter-mile heat race — H. C. Hersey, Elmira, N. Y. (1), in 39 1-5s. and 40s.; W. J. Wilhelm, Reading (2).

Two-mile race — G. W. Hank, Wellsboro (1), in 6.36.

Mile State championship — J. B. Shlager, Scranton (1), in 2.47.

Mile without hands — B. Brown, Williamsport (1), in 3.23 3-5.

Three mile, L. A. W. championship race — J. R. Shlager (1), in 9.22; W. J. Wilhelm (2), in 9.22 4-5.

One mile, tug of war — Scranton team (1) in 2.48 1-2.

Five-mile, lap — W. I. Wilhelm, of Reading.

One mile, club — E. L. Sheffer, of Williamsport (1), in 3.08 1-5.

One mile, consolation league — Ed. Gohl, of Williamsport (1). in 3.02.

Detroit Club races held at Bicycle Park, 22 August. Summary below: —

Three mile, club championship — F. X. Spranger, Jr., 11.20 1-5; P. E. Park, 11.23.

One mile, handicap, professional — John S. Prince, 3.16; T. W. Eck, 250 feet, 3.16 1-5.

One mile, amateur, open — S. P. Hollingsworth, 3.05 1-5 (track record); L. D. Munger, 3.09 1-5; H. D. Osborn, distanced.

TRIGWELL'S BALL HEAD,

The Greatest Modern Improvement in Bicycles, and Used ONLY on the

ROYAL MAIL

Is Enough in Itself to Determine One in the Choice of this Favorite Wheel.

The ONLY Wheel Having this Head! A Great Success!

We are receiving Highest Testimonials.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says: —

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY Hon. Sec. of the L. B. C., says: —

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says: —

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

Mr. HARRY JONES, of the Haverstock C. C., says: —

My record la year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says: —

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

Also the Fox Grip-Fast Rim and Tire, a great success. Latest Importations just received have the Strong Red Rubber Tire, which makes this new system a perfect success. Also Royal Mails with the Common Head and Cemented Tire, if preferred; or, Ball Head and Cemented Tire.

THE WHEEL OF WHEELS.

Exchange your Old Wheel for a ROYAL MAIL. ☞ We take Other Wheels in Exchange if Desired.

Send Stamp for Circulars and List of Second Hands, — some Bargains.

WM. READ & SON, 107 Washington Street, BOSTON, MASS.

One-half mile, open — S. P. Hollingsworth, 1.30 1-2; L. D. Munger, 1.32.

Five-mile professional handicap — John S. Prince, 18.03 1-5; T. W. Eck, 18.03 2-5 (250 yards).

One mile club championship — F. X. Spranger, Jr. 3.15 1-5; P. E. Park, 3.19.

NOTES. — The track is of clay and gravel, quarter-mile, and John S. Prince says that with little trouble it can be made the fastest track of its size in America.

Eck's Columbia racing tricycle did not arrive, so he was unable to strike at five mile record of 17.31.

The club made the mistake of having the races few and long, the half mile being the shortest.

Prince's share of the profits were $200, and Eck's $75.

WEEDSPORT, N. Y., 19 August. — We give below the summary: —

One half mile, novice — L. W. Putnam (1), 1.35; W. B. Perry (2).

One mile, open — J. R. Rheubottom (1), 2.58; E. H. Gamble (2).

One half mile, boys — Bert Kenyon (1), 2.17; H. Brewster (2).

One mile, club handicap — J. R. Rheubottom (scratch) (1), 3.04 1-2; L. W. Putnam (100 yards), (2).

One mile, 3.20 class — B. A. Pratt (1), 3.20 1-2; W. B. Perry (2).

One mile central New York championship — C. E. Titchener (1), 3.09 1-2; J. R. Rheubottom (2).

One hundred yards slow — J. R. Rheubottom (1), 1.36; J. G. Elbs (2).

One half mile, hands off — J. R. Rheubottom (1), 1.42; J. G. Elbs (2).

One mile, tricycle — W. T. Herring (1), 4.46 1-2; J. R. Rheubottom (2).

One mile, ride and run — W. H. Stone (1), 4.42 1-2; J. G. Elbs (2).

Three mile lap race — C. E. Titchener (1), 9.44; J. R. Rheubottom (2).

One half mile time race, 1.40 — W. H. Stone (1.40); C. J. Connelly (2).

One mile, consolation — F. L. Durben (1), 3.44 E. J. Rice (2).

Races under L. A. W. rules.

Referee — Gerry Jones, Binghamton.

Judges — J. P. Becker, Syracuse; S. B. Alley, Moravia; W. R. Brock, Weedsport.

Clerk — H. E. Rheubottom.

Timers — O. E. Higley, C. C. Caywood.

Starter — C. C. Teall.

FOR SALE OR EXCHANGE

Advertisements under this head, FIVE CENTS a line.]

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — A 52-inch Standard Columbia bicycle. in good condition, $45. S., Box 24, Warren, Mass.

FOR SALE. — A 48-inch Victor tricycle, latest pattern, in first-class condition, $75; can be seen at 6 Berkeley street. W. H. CUTTER, Harrison Square, Mass.

FOR SALE. — One 53-inch Royal Mail Racer, $65; one 54-inch Royal Mail Racer, $75; regular price, $140; used few times, and good as new, with spade handles and all latest improvements. WM. READ & SONS, 107 Washington street, Boston.

FOR SALE. — One 54-inch Victor bicycle for sale, in first-class condition, 1885 pattern, price reasonable. Address Box 502, Marlboro', Mass.

GREAT BARGAINS!! — Humber Tandem tricycle. $125; 48, 52 and 54-inch Experts; 48 to 52-inch Standard Columbias; 52-inch Victor, new. Very cheap to close. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " " 90 00
Saddle on backbone and all latest improvements.
Apply early. STODDARD, LOVERING & CO.. 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for $1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

BICYCLES AND TRICYCLES. — 125 shop worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — One 54-inch '86 pattern Rudge Light Roadster; run ten miles, $120; guaranteed in perfect condition. Address Box 2571, Boston.

FOR SALE. — Quadrant Tandem, built by Leon & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

FOR SALE. — One 50-inch Expert, all nickelled except spokes and rims, cowhorn bars, swing spring, buffer saddle, with Butcher cyclometer and other valuable accessories. New last summer; absolutely without flaw, scratch or blemish. Price, complete, $105. ED. D. FISHER, Nashville, Tenn.

FOR SALE. — A 52-inch Expert D finish, 1886 pattern, new McDonnell cyclometer, King of the Road lamp and bell, for $120 cash, cost $142; bought a month ago, and guaranteed good as new. W., Drawer 15, Knoxville, Tenn.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



THE RUDGE.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.


PAT'D. TED.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

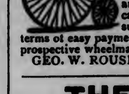
Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H.B.HART, 811 ARCH ST. PHILA.=





EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

THE WORLD
One Dollar
A YEAR.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published,* embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

Connecticut. — F. A. Jackson, 608 Chapel street; New Haven.
Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois. — L. W. Conkling, 108 Madison street, Chicago.
Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.
Maryland. — S. T. Clark, 2 Hanover street, Baltimore.
Missouri. — W. M. Brewster, 309 Olive street, St. Louis.
New York. — F. J. Pool, 3 Broad street, New York City.
New Hampshire. — W. V. Gilman, Nashua.
New Jersey. — L. H. Johnson, Orange.
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania. — F. S. Harris, 718 Arch street, Phila delphia.
Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa. — S. B. Wright, Oskaloosa.
Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Mrs. Francis Brown, 120 W. 104th street, New York; M. J. Green, Oreville, Cal.; W. W. Case, 472 Main street, Holyoke, Mass.; Heman Lowe, 929 P. street, N. W., Washington, D. C.

FIXTURES

AUGUST.

28 SATURDAY. — Annual meet and races of the New Jersey division, at Millville, N. J. Apply to Dr. J. A. Bolard.

SEPTEMBER.

1 WEDNESDAY. — Troy Bi. Club, Troy, N. Y. L. A. W. rules.

3 FRIDAY. — New York Division meet and races, at Buffalo, N. Y. Two days.

4 SATURDAY. — Orange Wanderers races, Roseville track, N. J. Address E. P. Baird, Brick Church N. J.

6 MONDAY. — L. A. W. Tour from Niagara Falls to Harper's Ferry on 18 September.
Annual meet Ohio division, at Massillon, Ohio.

8 WEDNESDAY. — Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY. — Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

11 SATURDAY. — Harlem, N. Y. Wheelman races, Manhattan Athletic grounds.

14 TUESDAY — Annual Tournament, Springfield Bi. Club. 4 days.
Columbia Bi. Club races, No. Attleboro', Mass.

18 SATURDAY. — Pittsburg, Pa., races. Associated Clubs.
Oral Bi. Club, Chicago races.

18 SATURDAY. — Kings County Wheelmen races, Brooklyn, N. Y.

21 TUESDAY. — Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.
Queens County Agricultural Society races, three days, Minneola, L. I., N. Y.

28 WEDNESDAY. — Minnesota L. A. W. Div. meet, Winona, Minn.

23 THURSDAY. — Lynn Tournament, 3 days.
Vermont Bi. Club races, Brattleboro', Vt.

28. — Kansas L. A. W. Division meet and races, Junction City, Kan.

30 September, 1 and 2 October. — First annual tournament of the New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederick Jenkins, Manager, Oraton Hall, Newark, N. J.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.
176 Tremont Street, Boston.

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor,
Rochester, N. Y.

THE THIRD ANNUAL INTERNATIONAL TOURNAMENT

OF THE

CONNECTICUT BICYCLE CLUB,

WILL BE HELD AT

HARTFORD, SEPTEMBER 8th and 9th.

Charter Oak Park has been greatly improved during the past year, and is now faster than ever.

FIRST DAY.

AMATEUR 1-MILE, 3.10 Class.—First Prize, Gold Medal; Second, Gold and Silver Medal; Third, Silver Medal.

PROMATEUR 1-MILE, 2.40 Class. — First Prize, Solid Silver Brush and Comb; Second, Rifle.

PROFESSIONAL 3-MILE. — First Prize, Cash, $75.00; Second, $50.00; Third, $25.00.

PROMATEUR A. C. U. CHAMPIONSHIP. — First Prize, an Elegant Silver Shield; Second, Gold Medal.

AMATEUR 2-MILE HANDICAP. — First Prize, Columbia Light Roadster Bicycle, Presented by the Weed Sewing Machine Co.; Second, Diamond and Ruby Horseshoe Scarf Pin.

PROMATEUR 1-MILE TRICYCLE.—First Prize, Spider Scarf Pin, Diamond and Sapphire; Second, Pearl Handled Revolver.

AMATEUR 3-MILE OPEN.—First Prize, Diamond Ring; Second, Solid Silver Shoe Set in Handsome Plush Case.

PROMATEUR 10-MILE LAP RACE. — First Prize, Diamond Ring; Second, Hall Mirror of Elegant Design.

AMATEUR 1-MILE TEAM RACE. — First Prize, Handsome Engraving; Second, Handsome Engraving.

SECOND DAY.

AMATEUR HARTFORD WHEEL CLUB.—First Prize, Gold Medal; Second, Silver Medal.

PROMATEUR 1-MILE OPEN. — First Prize, Diamond Stud; Second, Gold Watch Chain with Charm.

PROFESSIONAL 1-MILE HANDICAP. — First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

PROMATEUR 3-MILE TRICYCLE. — First Prize, Fine Alligator Travelling Bag, Completely Furnished; Second, Alligator Travelling Bag.

AMATEUR 1-MILE BICYCLE. — First Prize, Shot Gun; Second, Pearl Handled Revolver.

PROFESSIONAL 5-MILE LAP. — First Prize, $100.00 Cash; Second, $50.00; Third, $25.00.

AMATEUR 2-MILE TANDEM TRICYCLE.—First Prize, Two Gold-Headed Canes; Second, Two Silver-Headed Canes.

PROMATEUR 5-MILE OPEN BICYCLE.—First Prize, Shot Gun; Second, Fishing Set, Rod, Basket, Etc.

AMATEUR 5-MILE STATE CHAMPIONSHIP. — First Prize, Gold Medal; Second, Silver Medal.

In the Consolation Race there will be three prizes in keeping with the above list.

Over $2,000 has been expended in getting up the above list, and all the prizes are of the very best order. Entrance Fees, $1.00 for each event, except professionals.

Entries Close 3 September.

Address, for Blanks, GEO. H. BURT, Box 414, Hartford, Conn.

HURRAH FOR LYNN!

FIRST GRAND INTERNATIONAL FALL TOURNAMENT

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At Lynn, Mass., September 23, 24 and 25, 1886.

A. C. U. RULES TO COVERN.

$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. $5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES.

FIRST DAY, THURSDAY, SEPTEMBER 23.

1-Mile Novice Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined. [lined.
1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered Venetian Chased, gold
3-Mile Professional Bicycle, Handicap, 1st, $60.00 Cash; 2d, $40.00 Cash; 3d, $20.00 Cash.
2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
1-Mile Amateur Bicycle, Open, 1st, Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash. [Opera Glasses.
3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl

SECOND DAY, FRIDAY, SEPTEMBER 24.

1-Mile Professional Bicycle, Open, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose glass and silver; 3d, Nut Bowl, gold lined, oxidized finish. [Set, gold lined.
5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Epergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water
1-Mile Amateur Bicycle, 3 05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash.
1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 3m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double barrelled, breech loader; 3d, Silver Watch. [Glasses.
3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera

THIRD DAY, SATURDAY, SEPTEMBER 25.

1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin.
3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
2-Mile Professional Bicycle, Lap, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set. [Silver Medal.
5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and
1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
10-Mile Professional Bicycle, Lap, 1st, $100.00 Cash. ($50.00 extra for Record.) 2d, $50.00 Cash; 3d, $25.00 Cash.
3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
1-Mile Amateur Bicycle, Consolation, 1st, Half Dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, Etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, AND 17, 1886.

FIFTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

Who Takes 'Em ? Who Takes 'Em

OFFICIAL LIST OF RACES AND PRIZES.

FIRST DAY—TUESDAY, SEPTEMBER 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 1st heat.			
1-mile	Amateur	Bicycle	Novice.	Vase Lamp, hammered copper and	Scarf Pin, diamond setting.	Fancy Inkstand, gold and oxidized.
10-mile	Promateur	Bicycle	A. C. U. Championship.	A. C. U. Gold Medal. [oxidized.	A. C. U. Gold Medal.	A. C. U. Gold Medal.
5-mile	Professional	Bicycle	Handicap.	$100 Cash.	$60 Cash.	$40 Cash.
1-mile	Promateur	Bicycle	World's Championship, 2d heat.			[qué, gold lined.
5-mile	Amateur	Bicycle	16.30 Class.	Gold Watch, open face.	Vase Lamp, gold and Silver.	Smoking Set, hammered and appli-
1-mile	Promateur	Tricycle	Open.	Gold Watch, open face.	Ewer, antique brass, embossed.	Opera Glass, pearl mounted.
3-mile	Professional	Bicycle	Open.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
1-mile	Promateur	Bicycle	World's Championship, 3d heat.			
1-mile	Amateur	Tandem	A. C. U. Championship.	Two Gold Medals.	Two Silver Medals.	

SECOND DAY—WEDNESDAY, SEPTEMBER 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 4th heat.			
5-mile	Amateur	Bicycle	Lap.	Gold Watch, open face.	French Clock, with bronze figure.	Glass Vase, decorated gold stand.
5-mile	Promateur	Bicycle	Handicap.	Diamond Stud.	Gold Watch, hunting case.	Silver Chronograph Watch.
3-mile	Professional	Tricycle	Open.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
1-mile	Promateur	Bicycle	World's Championship, 5th heat.			
3-mile	Professional	Bicycle	Lap.	$62.50 Cash.	$37.50 Cash. [breech-loader.	$25 Cash.
5-mile	Promateur	Bicycle	Lap.	Gold Watch, hunting case.	Stevens Shot-gun, double-barreled,	Silver Chronograph Watch.
3-mile	Professional	Bicycle	Handicap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
1-mile	Promateur	Bicycle	World's Championship, 6th heat.		[tern.	
3-mile	Amateur	Tricycle	Open.	Gold Medal.	12 Silver Knives, renaissance pat-	Traveling Clock, and case.

THIRD DAY—THURSDAY, SEPTEMBER 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 7th heat.			
3-mile	Amateur	Bicycle	Open.	Gold Medal.	French Clock, with bronze figures.	Gold Watch Chain.
10-mile	Promateur	Bicycle	Lap.	Diamond Stud.	Gold Watch, hunting case.	Gold Watch, hunting case.
1-mile	Professional	Bicycle	Open.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Promateur	Bicycle	World's Championship, 8th heat.			
5-mile	Amateur	Bicycle	Open.	Tea Set, 6 pieces, satin embossed.	Stevens Sporting Rifle.	Stevens "Hunter's Pet" Rifle.
3-mile	Promateur	Tricycle	Open.	Gold Watch, hunting case.	Diamond Stud.	Gold Watch Chain.
1-mile	Professional	Bicycle	Handicap.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Promateur	Bicycle	World's Championship, 9th heat.			
3-mile	Professional	Tricycle	Handicap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.

FOURTH DAY—FRIDAY, SEPTEMBER 17.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 10th heat.			
3-mile	Amateur	Bicycle	9.45 Class.	Gold Watch, open face.	Carving Set, renaissance pattern.	Gold Cuff Buttons, stone settings.
3-mile	Promateur	Bicycle	Open.	Diamond Stud.	Complete Fishing Outfit.	Water Set, silver, gold lined.
10-mile	Professional	Bicycle	Lap.	$120 Cash.	$90 Cash.	$60 Cash. *Fourth*, $30 Cash.
1-mile	Promateur	Bicycle	World's Championship, 11th heat.			[and oxidized.
3-mile	Amateur	Bicycle	Handicap.	Diamond Stud.	Scarf Pin, diamond setting.	Biscuit Jar, decorated china, gold
1-mile	Promateur	Bicycle	2.40 Class.	Gold Watch, open face.	Pedestal Lamp, antique brass, tulip	Gold Watch Chain.
5-mile	Professional	Bicycle	Open.	$100 Cash. [Medal.	$60 Cash. [globe.	$40 Cash.
1-mile	Promateur	Bicycle	World's Championship, final heat.	*Winner last heat*, Gold Watch and	*Winner fastest heat*, Fine Gold	[*Fifth*, Lakin Cyclometer.
1-mile	Amateur	Bicycle	Consolation.	Gold Watch Chain.	Stevens Bicycle Rifle. [Watch.	Seal Ring. *Fourth*, Traveling Bag.

ENTRIES CLOSE SEPTEMBER 7, 1886.

All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary Springfield Bicycle Club, Springfield, Mass., U. S. A.

RACING MEN, SAVE YOUR STRENGTH

AS THE

FIRST ANNUAL CYCLING TOURNAMENT

OF THE

New Jersey Cycling and Athletic Association

Will be held SEPT. 30, and OCT. 1 and 2, on the Three-Lap Track, at

ROSEVILLE STATION - - - - NEWARK, N. J.

$2,000 in Prizes. For Amateurs, Promateurs, and Professionals.

A. C. U. Rules to govern. Address for particulars,

FREDERICK JENKINS, Manager - - ORATON HALL, NEWARK, N. J.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BEST IN THE WORLD.



THE KELLOGG BICYCLE SHOE.

This shoe, which is just being put on the market, possesses all the advantages of any Bicycle Shoe made in the country. In regard to *style*, *workmanship*, or *material used*, we claim it is the best shoe for the purpose it is designed for of any in the country, as they are all hand-sewed. We make three widths — 2, 3, and 4. In sending your order give size you wear, and the measure by inches around instep and ball. Every order must be accompanied with check, P. O. order, or registered letter. Our net prices are $4.00.

P. S. — We allow a liberal discount to dealers who wish to sell our shoes. Manufactured by

KELLOGG & EAGER . . Palmer, Mass.

FOURTH ANNUAL RACE MEET

Elmira Bicycle Club

At Maple Avenue Athletic Association Bicycle Track,

ELMIRA, N. Y.

1. **One-Mile Novice. Open for wheels weighing not less than 35 lbs.**
2. **One-Half Mile Dash. Open to all Amateurs.**
3. **Two-Mile, 6.50 Class.**
4. **One-Mile Dash. Open to all Amateurs.**
5. **One-Mile Handicap. Open to all Amateurs.**
6. **Two-Mile. Open to all Amateurs.**
7. **One-Mile Consolation.**

VALUABLE GOLD AND SILVER MEDALS IN EACH EVENT.

Admission, 50 Cents. No charge for Grand Stand.

We have the finest one-quarter mile track in the country, and can guarantee a good time.

The committee reserve the right to refuse any entry. Rules of the L. A. W. Racing Board to govern. No competitor will be allowed to ride appearing in an unbecoming uniform.

Entrance fee, 50 cents for each event, closing Sept. 4. Address entries to

H. C. SPAULDING, JR. - - - ELMIRA, N. Y.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

The "QUADRANT," 1886.

ON THE PATH.

MINOR EVENTS OMITTED.

Milan.	*May* 16.	First Prize from scratch.	
Bologna.	*May* 30.	First Prize from scratch. First Prize handicap against bicycles.	
Voghera.	*June* 3.	First Prize from scratch.	
Dublin.	*April* 24.	First Prize, one-mile scratch, A. J. Wilson (North London T. C.), beating R. J. Mecredy (Dublin University B. C.), the Irish Champion, who rode a machine of another make.	Wilson beats Mecredy.
Dublin.	*April* 26.	First Prize, two miles scratch, Wilson again beating Mecredy.	He does it again.
London.	*May* 26.	Mecredy, on a "Quadrant," beats Wilson.	Mecredy mounts a "Quadrant," and beats Wilson.
Dublin.	*July* 3.	One-Mile Tricycle Championship of Ireland.	The Irish Champion, on his "Quadrant" beats all England.
London.	*July* 17.	N. C. U. Twenty-five Miles Tricycle Championship of the United Kingdom, R. J. Mecredy beating all comers, including previous holder of this championship.	

ON THE ROAD.

Smooth Roads. "An Extraordinary Performance. — Mr. H. G. Priest rode a mile on his 'Quadrant' tricycle, at Biggleswade, on Saturday last, in 2m. 38s., etc., etc. For full particulars, see *The Cyclist*, June 23." — Beats track record of both bicycle and tricycle, the latter by 17s.

Brick Roads. "We had yesterday a road race along brick roads exclusively. All mounts were single 'Quadrants.' My younger brother won the first prize, a gold medal, covering the distance of 100 kilometres in 5h. 32m." — *Letter from Amsterdam, June 7.* — Only "Quadrants" for brick roads.

Up the Hills. "The Machine for Hills. — Mr. H. G. Priest succeeded in beating no less than eleven well-known bicyclists and tricyclists in a hill-climbing contest at Mucklow, near Birmingham, last week. He passed every machine on the hill except one bicycle, ridden by Terry, the Birmingham scratch man; and although delayed by a wobbling bicyclist, rode what is said to be the stiffest three quarters of a mile in England in the magnificent time of 6m. 45s. His mount was a 'Quadrant' Tricycle, and but for the delay, would easily have beaten Terry's time, — 10s. less." — *Bicycling News, July 2.* — Beats the bicycles on the hills.

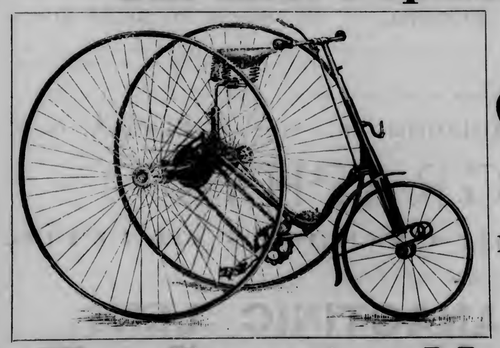
Ditto. "On the road, however, this youngster does as he pleases; and within a few days of possessing a tricycle of his own, he started off one morning and rode up Chingford Hill, Crouch Hill, and Muswell Hill. Not satisfied with this, he last Thursday rode up and down Muswell Hill *three times without stopping*, on his 'Quadrant' Roadster Tricycle, geared to fifty-six inches." — *Bicycling News, July 9.* — Muswell three times without stopping.

J. A. R. UNDERWOOD, Sole United States Agent, **DORCHESTER, MASS.**

THE

MARLBORO CLUB

The most Popular Tricylce made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade Look out for other Novelties.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

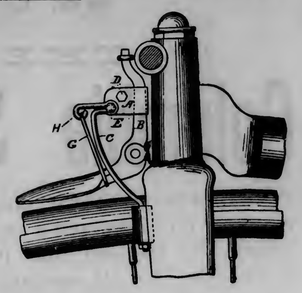
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Winter Street, Room 34,) Boston, Mass.

TREMENDOUS SLAUGHTER IN

BICYCLE * HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of 63 cents per pair, post-paid. Hose that are no better are sold everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

SPECIAL ANNOUNCEMENT.

No. 1.

THE

Columbia Safety,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT.

No. 2.

The unprecedented demand for the



Kirkpatrick Saddle

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 3 SEPTEMBER, 1886. | Volume XIII. Number 18.

RECORD BREAKING EXTRAORDINARY!

VICTOR W. A. RHODES, BICYCLE.

5 Miles in 13 m. 30 s.

LOWERS WORLD RECORD BY 27 2-5 SECONDS.

Aside from the rider's capabilities, the machine used must be

FAULTLESS IN ITS CONSTRUCTION!

to admit of such results.

VICTORS ARE BUILT FOR SPEED AS WELL AS DURABILITY.

FIRST { UP HILL. DOWN HILL. IN THE ESTIMATION OF OLD RIDERS.

CALL AND EXAMINE, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID."
TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

BICYCLING WORLD SUPPLEMENT,

3 SEPTEMBER, 1886.

RACING NEWS.

REMEMBER Hartford, 8 and 9 September.

F. WOOD left England for this country, 26 August.

HOWELL has sailed.

DUBOIS and Duncan will probably cross the Atlantic, and try for some of the pots of money.

THE dates for the Connecticut Bicycle Club's Annual Tournament this year, are 8 and 9 September, at Hartford, Conn. All classes and conditions of professionals, promateurs and "straight" amateurs, are provided for in the excellent programme of races. Perhaps the most important race will be the one mile A. C. U. championship. Hendee and Rowe, who have beaten everybody else, but have never raced together, will, it is announced, meet for the first time as competitors in this race.

THE last of the amateur championships of England, have been run. No more now till 1887.

LEMING puts the time for one mile at 2.25, as being possible and probable for Furnivall.

RHODE ISLAND L. A. W. division, will hold a race meeting 21 September, at Narragansett Park, Providence, R. I.

Following is the list of events: —

One-mile Rhode Island championship.
Three-mile Rhode Island championship.
One-mile open race.
One-mile boys, under eighteen years.
One-half mile without hands, open.
One-mile Star race.
Consolation race.

G. H. WARRHAM, of Birmingham, England, can claim the honor of beating P. Furnivall on his merits, in a two mile race, both from scratch. Time, 6.59 1-5.

F. WOOD won the fifty-mile professional championship at Leicester, England, 14 August, in 2.50.28. Last April, Duncan, the French crack, won the race in 2.49.35. The best on record for this event, was made by F. Wood, 5 July, 1884, in 2.47.20.

CALIFORNIA division L. A. W., will hold a meet 9 September, at San Francisco. The leading feature is looked on to be the three-mile L. A. W. championship.

J. E. FENLON won the fifty-mile bicycle championship, at Lillibridge, England, 14 August, beating Gatehouse, Adams, Fletcher and English. Time, 2.47.21 1-2.

A. P. ENGLEHEART, on an ordinary, beat Speechley, in a two mile race, at Lillibridge, 14 August, in 5.36 3-5.

THE Pittsfield, Mass., tournament, will race under the A. C. U. rules and not under the L. A. W., as originally intended. Remember the dates of this meet 10 and 11 September. Entries close 6 September.

RED BANK, N. J.—A. R. Coleman recently won a 100-mile road race open to Monmouth wheelmen only, in 9.55. Pretty good time, considering the condition of the roads. The prize was a gold medal offered to G. F. Marsden, president of the club.

BROOKLYN, N. Y.—Ilderan Club will hold a 25-mile road race for the club championship, 13 September. The first six will constitute the team to ride in the New York and New Jersey Association road race, in November.

TRIAL heats will be held on Hamden Park, the Saturday afternoon previous to the tournament, to enable racing men who have not a record of 2.45 for a mile to make one, so that they may be eligible for the great international one mile race for the world's championship.

THE announcement of the North Attleboro' meet, 14 September, under the auspices of the Columbia Bicycle Club, will be found in our advertising columns. L. A. W. rules will govern.

THE Indianapolis Athletic Association will have a bicycle tournament 27 and 28 September. Pope cup will be run for on the 28th. For programmes and particulars address C. F. Smith, 114 Penn St., Indianapolis, Ind.

LONG EATON, ENGLAND, 25 August.—Records go as follows: George Gatehouse on a tricycle, quarter mile, 40s.; half mile, 1.19; full mile, 2.41 2-5. Percy, Furnivall then went for the one-mile bicycle record, and did the quarter in 37s., and the half mile in 1.15 4-5, the full mile, 2.30. Sidney Lee broke the fifty-mile road record, in 3.9.15.

THE following programme of events to be run at the Roseville tournament, has been prepared, which may possibly be changed during the coming week: —

FIRST DAY, 30 SEPTEMBER.

One-mile novice, bicycle.
Two-mile amateur, bicycle, 5.45 class.
One-mile promateur, bicycle.
Three-mile professional, bicycle lap.
Two-mile amateur, tricycle.
One-mile promateur, tricycle.
Ten-mile professional, bicycle.
Three-mile promateur, bicycle lap race.
Three-mile amateur bicycle handicap.

SECOND DAY, 1 OCTOBER.

One-mile amateur, bicycle lap.
Three-mile promateur, bicycle handicap.
Five-mile professional, bicycle.
Two-mile amateur, tandem tricycle.
Three-mile amateur, bicycle.
Ten-mile promateur, bicycle.
One mile professional, bicycle handicap.
One-mile amateur, bicycle, three-minute class.
Two-mile promateur, tricycle.

THIND DAY, 2 OCTOBER.

One-mile professional, bicycle.
Two-mile amateur. tricycle handicap.
Five-mile amateur, bicycle scratch.
One-mile promateur, bicycle handicap,
Five-mile professional, bicycle handicap.
Five-mile promateur, tandem.
One-mile amateur, bicycle.
Five-mile promateur, lap.
One-mile amateur, bicycle, consolation.

CLEVELAND, OHIO, 26-27 August.—The opening day of the Cleveland Bicycle Club races drew an attendance of 500. The races were interesting. The scratch men in the handicap races got badly left owing to the large number of entries, they having to ride on the outside. Following is the summary: —

One-Mile Bicycle, Novice.—W. H. Wylie, St. Louis, Mo. (1); F. E. Ranney, Akron, Ohio (2). Time, 3.02 1-5.

One-Mile Tricycle, State Championship.—K. A. Pardee, Akron, Ohio (1); G. Collister, Cleveland Bicycle Club (2). Time, 3.14 3-4.

Half-Mile Bicycle, Open.—A. B. Rich, New Brighton, S. I. (1); W. E. Crist, Washington, D. C. (2). Time, 1.21 1-5.

Two-Mile Bicycle, 6.30 Class.—G. H. Terry, Batavia, N. Y. (1); F. X. Spranger, Detroit, Mich. (2.) Time, 6.15.

One-Mile Tandem Tricycle, Handicap.—G. Collister and J. T. Huntington, Cleveland Bicycle Club scratch (1); E. J Douhet and W. D. White, Cleveland, Ohio (2). 40s. Time, 3.06.

One Mile, Open. First Heat.—A. B. Rich, New Brighton, S. I. (1); W. E. Crist, Washington, D. C. (2). Time, 2.53 1-2.

Half-Mile Bicycle, 1.30 Class.—P. S. Brown, Washington, D. C. (1); F. E. Ranney, Akron, Ohio (2). Time, 1.26 2 5.

Five-Mile Bicycle, Ohio State Championship.—K. A. Pardee, Akron, Ohio (1); G. Collister, C. Bi, Club (2). Time, 3 24 1-2, 6.41 1.4, 10.11 1-2, 13.38, 17.09 1-5.

Quarter-Mile Bicycle, Open.—H. S. Kavanaugh, Cohoes, N. Y. (1); H. E. Bidwell, East Hartford, Conn. (2). Time, 40 2-5.

One-Mile Tricycle, Open.—A. B. Rich, New Brighton, S. I. (1); K. A. Pardee, Akron, Ohio (2). Time, 3.17.

One-Mile Bicycle, Handicap.—G. H. Terry, Batavia, N. Y., 10 sec. (1); J. T. Huntington, Cleveland Bicycle Club (2). Time, 2.58.

The officers of the day were as follows: —

Referee.—F. T. Sholes.

Judges.—C. H. Potter, F. P. Root and James R. Dunn, of Massillon.

Timers.—Webb C. Ball, Asa Dolph and A. T. Anderson.

The second day the races were all good. Sharp work was done in some of the events. The days' sport ended with an entertainment at the Woodland Rink, by the Cleveland Bicycle Club. Following is the summary:—

One-Mile Bicycle, 3.20 Class.—F. X. Spranger, Detroit, Mich. (1); F. E. Ranney, Akron, Ohio (2). Time, 2.54 3-4.

Two-Mile Bicycle, Ohio State Championship.—John T. Huntington, Cleveland, Ohio (1); K. A. Pardee, Akron, Ohio (2). Time, 6.15 4-5.

Half-Mile Bicycle, Handicap.—W. E. Crist, Washington, D. C., 10 yards (1); A. A. Hart, St. Louis, 25 yards (2). Time, 1.18 2-5.

One-Mile Tandem Tricycle, Open.—J. T. Huntington and George Collister, Cleveland (1); A. B. Rich and J. R. Rheubottom, New York (2). Time, 3.04 4-5.

One-Mile Bicycle, Open. Second Heat.—H. E. Bidwell, East Hartford, Conn. (1); H. S. Kavanaugh, Cohoes, N. Y. (2). Time, 2.53 4-5.

Quarter-Mile Bicycle, 45 Class.—George H Terry, Batavia, N. Y. (1); Phil S. Brown, Washington, D. C. (2). Time, 40 2-5.

Two-Mile Bicycle Lap Race.—H. S. Kavanaugh, Cohoes, N. Y. (1); A. B. Rich, New Brighton, S. I. (2). Time, 5.57 1-2.

One-Mile Tricycle, Handicap.—K. A. Pardee, Akron, Ohio, 40 yards (1); A. B. Rich, New Brighton, S. I., scratch (2). Time, 3.10.

Half-Mile Bicycle, Open.—A. B. Rich, New Brighton, S. I. (1); W. E. Crist, Washington, D. C. (2). Time, 1.19 1-5.

One-Mile Bicycle, 3.00 Class.—K. A. Pardee, Akron, Ohio (1); Phil S. Brown, Washington, D. C. (2). Time, 3.04 1-4.

The officers were:

Referee.—C. H. Potter.

Judges.—C. A. Billings, F. T. Sholes, Fred P. Root and George Atwater, of Massillon.

Timers.—Webb C. Ball, Asa Dolph, A. T. Anderson and F. H. Brunell.

The third and last day of the races was attended by 600 people. The weather was warm, and races good. Following is the summary:—

One-Mile Bicycle, 3.10 Class.—F. X. Spranger, Detroit, Mich. (1); G. H. Terry, Batavia, N. Y. (2) Time, 2.55.

One-Mile Bicycle, Ohio State Championship.—K. A. Pardee, Akron, Ohio (1); J. T. Huntington, Cleveland, Ohio (2). Time, 2.56 4-5.

Two-Mile Bicycle, Handicap.—A. B. Rich, New Brighton, S. I., scratch (1); S. P. Hollingsworth, Russiaville, Ind., 50 yards (2). Time, 5.47 2-5.

Half-Mile Tricycle, Open.—A. B. Rich, New Brighton, S. I. (1); K. A. Pardee, Akron, Ohio (2). Time, 1.34 4-5.

One-Mile Bicycle, Handicap.—Phil S. Brown, Washington, D. C., scratch (1); W. H. Wylie, St. Louis, Mo., 15 yards (2). Time, 2.54 2-5.

Five-Mile Bicycle Lap Race.—H. S. Kavanaugh, Cohoes, N. Y. (1); S. P. Hollingsworth, Washington, D. C. (2). Time, 2.50 1-4, 5.49 1-2, 9.01.

Kavanaugh having the necessary number of points, was called off after going three miles.

Quarter-Mile Bicycle, Open.—J. R. Rheubottom, Weedsport, N. Y. (1); C. E. Tichener, Binghamton, N. Y. (2). Time, 40s.

Half-Mile Tandem Tricycle, Open.—George Collister and John T. Huntington, Cleveland, Ohio (1). Time, 1.24.

One-Mile Bicycle, Open. Final Heat.—A. B. Rich, New Brighton, S. I. (1); J. R. Rheubottom, Weedsport, N. Y. (2). Time, 2.54.

One-Mile Bicycle, Lap Race.—H. S. Kavanaugh, Cohoes, N. Y., 15 points (1); C. E. Tichener, Binghamton, N. Y., 10 points (2). Time, 2.49 1-2.

Consolation Race, One-Mile Bicycle.—W. C. Herring, New York (1); E. J. Douhet, Cleveland (2).

Referee.—F. T. Sholes.

Judges.—C. A. Billings, C. H. Potter and George Atwater, of Massillon.

Timers.—N. M. Anderson, Webb C. Ball, Asa Dolph and F. H. Brunell.

SCRANTON, PA., 24 August.—Scranton Bicycle Club races:—

One Mile, Novice.—E. Siebecker (1); H. C. Wallace (2). Time, 3.01 1-2.

Two Mile, State Championship.—J. R. Schlager (1); A. Mories (2). Time, 6.10 1-2.

One Mile, Open.—C. E. Titchener (1); E. Baird (2). Time, 2.46 1-2.

One Mile, Club Championship.—J. R. Schlager (1); A. Mories (2). Time, 2.51 3-5.

Half Mile, Boys.—H. M. Coursen (1). Time, 1.41 3-5.

Three Mile, Handicap.—C. E. Titchener, scratch (1); J. S. Kulp, 100 yards (2). Time, 8.59.

One Mile, Ride and Run.—Jno. B. Nallin (1); W. H. Stone (2). Time, 4.26 1-2.

Three Mile, Lap.—J. C. Schlager (1); E. P. Baird (2). No time.

Half Mile, Tandem Tricycle.—Nallen and Morris (1); Kulp and Evans (2). Time, 1.44.

One Mile, Consolation.—W. H. Stone (1). Time, 3.23.

Officers of the day:—

Referee.—Gerry Jones, Binghamton.

Judges.—W. H. Hecox, Jr., Binghamton; I. A. Dayton, Williamsport; J. G. Carpenter, Wilkesbarre; S. B. Vaughn, Kingston.

Timers.—W. W. Berry, Pittston; Ira Marvine, Wilkesbarre; C. P. Knapp, Wyoming.

TORONTO, ONT., 21 August. Results: Promptly at 2.30, the appointed hour for commencing, the bell rang for the first event, which was the first heat of the

One Mile, Open, 3.40 Class.—The first two heats were slow work, but on the final some good work was done.

Final Heat.—F. J. Brimer, Toronto (1); W. Sheppard, Niagara Falls, N. Y. (2). Time, 3.12.

Two Mile, Handicap, Open.—W. S. Campbell, Niagara Falls, N. Y. (1); T. Fane, Toronto (2) No time taken.

One Mile Open.—H. P. Davies. Toronto (1); H. Clarke, Woodstock (2). Time, 2.58 1-5.

Two Mile Club Championship.—M. F. Johnson (1). Time, 6.38.

Five Mile, Open.—W. S. Campbell, Niagara Falls, N. Y. (1); H. P. Davies, Toronto (2). Time, 17.16 1-5.

Half Mile, Club, Handicap.—F. J. Brimer, 20 yards start (1); M. F. Johnson, scratch (2); W. H. West, 50 yards (3). Time, 1.29.

The following were the officers of the day:—

Referee.—Mr. H. P. Donly.

Judges.—W. A. Karn, president, C. W. A.; H. C. Kelly, captain Irish team; H. P. Dwight; R. H. McBride.

Timekeepers.—W. K. McNaught, Fred. Garvin, R. A. Plunnett.

ALBANY, N. Y., Ridgefield Athletic Grounds, 28 August. Below we give summary:—

One Mile, Open.—W. J. Wylie, G. R. Neville, A. L. Edmans, H. L. Burdick; won by H. L. Burdick. Time, 2.49 2-5.

One Mile, Novice.—Geo. M. Best, J. B. Taylor, T. H. Clusky, E. D. L. Dunn, P. S. Cobb, F. Munsell, Geo. M. Best, 3.12 2-5; F. Munsell (2).

Two Mile Team Race.—Albany wheelmen: H. L. Burdick, W. J. Taylor, A. P. Dunn, Troy Bicycle Club; A. L. Edmans, S. G. Smith, T. B. Collins.
Albany, 25.
Troy, 17.

Five Mile, Open.—A. P. Dunn, Geo. Collins. C.R. Friday, Wm. Wylie; Geo. Collins, 17.06 2-5; Wm. Wylie (2), 17.08 3-5.

One Mile, Club.—Thos. Clemshire, P. S. Cobb, and H. L. Burdick, 3.15; T. Clemshire (2).

One Mile, Star Wheels.—A. H. Newton, of Cohoes, 3.19 2-5. H. C. Hawley (2).

One Mile Time Race.—W. Wylie, T. W. Clancy, S. G. Smith, G. B. Friday, R. Bovie, Wm. Kiernan, E. D. L. Dunn, F. Munsell, Geo. Collins, Geo. M. Best; G. B. Friday, 3.45 1-2; Wm. Wylie (2).

Five Mile, Club Handicap.—H. L. Burdick, A. P. Bur Dunn, Thos. Clemshire; Clemshire, dropped out on second mile. Burdick, 17.19 1-5; Dunn (2) 17.21.

One Third Mile, One Legged Race.—F. Munsell, Thos. Clemshire, Wm. Taylor, T. H. Clancy, A. L. Edmans, A. H. Neeston, A. L. Edmans, 1.07 1-5; Wm. Taylor (2).

One Third Mile, Consolation.—S. G. Smith, T. Collins, T. H. Clancey, T. Clemshire, Wm. Kiernan. T. Collins, 57 1-5; T. Clemshire.

Referee.—Joshua Reynolds, Stockport, N. Y.

Judges.—C. E. Betts, Troy; Wm. M. Theisen, Troy; A. H. Scattergood, Albany,

Timers.—E. J. Wheeler, Albany; E. D. Mix, Albany; R. C. Marshall, Troy.

MILLVILLE, N. J., 28 August.

One Mile, Novice.—C. L. Meyers (1), 3m. 1-2s.; N. Ludlam (2).

One Mile, State Championship.—J. B. Pearson (1), 2.54 1-4; C. R. Hoag (2).

Quarter Mile, Dash.—G. D. Gideon (1), 40s. W. J. Wilhelm (1).

One Mile, 3 minute class.—H. Scwartz (1), 2.52 2-5

One Mile, Open.—W. J. Wilhelm (1), 2.51 4-5.

One Mile, 2.55 Class.—H. Scwartz (1), 2.54 4-5; C. S. Stevens (2).

Three Mile.—W. I. Wilhelm (1), 10.13 2-5; F. M. Dampman (2).

Wilhelm showed great pluck in the race. He fell on the sixth lap, and before he could get under way again, Dampman had a lead of over one hundred yards.

Five Mile State Championship.—C. R. Hoag (1), 15.27 4-5; Hand (2).

Two thousand people attended the races, and all the events gave satisfaction. The Millville Band, a new organization, of which the citizens are justly proud, piayed some lively airs. Messrs. J. A. Boland and B. V. Thomas, of Millville; and D. E. Drake, of Newark, were chosen judges; A. M. Kendall, of Millville, and C. R. Zacharias, of Newark, timers.

SPRINGFIELD, MASS., 28 August, at Hampden Park:—

Half Mile, Boys' Race.—C. King (1), 1.37 4-5; A. Jones (2).

Quarter Mile Velocipede.—M. Hayes (1), 1.16; W. Smith (2).

One Mile, without hands vs. Time.—F. F. Ives, of Meriden, Conn., managed to cover the mile in 2.44 4-5.

Five Mile, Horse "Propeller," vs. W. J. Morgan.—"Propeller" (1), 16.26; Morgan (2), 16.29.

One Mile Record for Star, vs. Time.—C. E. Kluge failed to lower the present record of 2.41.

Five Mile Record Professional vs. Time.—W. M. Woodside.

1st mile	2.42
2d mile	5.27 1-5
3d mile	8.15 2-5
4th mile	*11.04 4-5
5th mile	*13.50 1-5

* Record.

One Mile, Promateur.—C. E. Kluge (1), 2.49 1-5; Adams (2).

Five Mile Record vs. Time.—W. A. Rhodes.

1st mile	2.36
2d mile	5.19
3d mile	*8.01
4th mile	*10.48
5th mile	*13.30

* Record.

One Mile, Handicap, Professional.—Wm. M. Woodside, scratch (1), 2.40; W. J. Morgan 25 yards (2).

The officials:

Referee.—J. B. McCune, of Chicopee.

Judges.—Oscar W. Temple, of Chicopee; C. W. Hutchins and E. A. Elwell, of this city.

Timers.—George M. Hendee, of this city; W. A. Rowe, of Lynn; C. E. Whipple and H. W. Collins.

Latest from Stevens.

THOMAS STEVENS has reached the first Indian port, Kurrachee, from whence he starts for the rest of his overland journey. His last letter to the editor of *Outing* is dated 26 July, and in this he states that he is in splendid health, and has before him a straight road, 1,350 miles long, leading through Delhi, Agra, Lucknow, and other important cities to Calcutta. It was generally supposed that his rebuff in Afghanistan would discourage him from any further attempt to circumbicycle the globe, but in this the public was mistaken.

FIXTURES

SEPTEMBER.

3 FRIDAY.—New York Division meet and races, at Buffalo, N. Y. Two days.

4 SATURDAY.—Orange Wanderers races, Roseville track, N. J. Address E. P. Baird, Brick Church N. J.

6 MONDAY.—L. A. W. Tour from Niagara Falls to Harper's Ferry on 18 September.
Annual meet Ohio division, at Massillon, Ohio.
Elmira Club races, L. A. W. Rules, Elmira, N. Y.

8 WEDNESDAY.—Third annual race meeting of the Connecticut Bicycle Club, at Charter Oak Park, Hartford, Conn., two days.

10 FRIDAY.—Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

11 SATURDAY.—Harlem, N. Y. Wheelman races, Manhattan Athletic grounds.

14 TUESDAY—Annual Tournament, Springfield Bi. Club, 4 days.
Columbia Bi. Club races, No. Attleboro', Mass.

18 SATURDAY.—Pittsburg, Pa., races. Associated Clubs.
Oral Bi. Club, Chicago races.

18 SATURDAY.—Kings County Wheelmen races, Brooklyn, N. Y.

21 TUESDAY.—Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.
Queens County Agricultural Society races, three days, Mineola, L. I., N. Y.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.



It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 3 1-2 pounds. Price, $2.00 each.

BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO, MR. EDITOR!

I hear that **HUNTLEY** and **COREY** think they can do close to **240** miles in twenty-four hours on their **RUDGE HUMBER TANDEM.** Well, they ought to; and if they don't, I 'll just take a turn myself.

P. S. — I see Furnivall rode the mile, 25 Aug., in England, in 2 minutes 30 seconds. That 's all right, but come down to Hartford 8, 9, and 10 Sept., and see it beaten.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½x6½x4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼x4¼ Picture, no Sliding Front **$22.50**

No. 2. For 4¼x5½ Picture, no Sliding Front **22.50**

No. 3. For 5x8 Picture, Sliding Front **27.00**

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 3 SEPTEMBER, 1886.

Remember these Dates.

4th September, Orange Wanderers races, Roseville, N. J.

6th September, Elmira Club races, Elmira, N. Y.

L. A. W. Tour starts from Niagara Falls, N. Y.

Ohio Div. L. A. W. meet at Massilon, Ohio.

8th and 9th September, Connecticut Club Tournament at Charter Oak Park, Hartford, Conn.

THE pinnacle of foolhardiness was reached by the party who rode his wheel over the coping stone of Cabin John's bridge, near Washington, D. C., last Saturday.

ENGLISHMEN or no Englishmen? "that is the question." How the interrogation is answered at Springfield will remain to be seen. This we know, that no stone has been left unturned to bring about the desired end.

EVEN if the Englishmen do not come, while sincerely regretting the fact, a tournament without them can be made and *will* be made a success. Much as we want to see Speechley, Furnivall, Englehart, Allard, and others, we know that a meet without these men can be made very successful beyond a doubt.

PHILADELPHIANS are in great glee over the announcement that the "Devon Inn" will supply shower baths free to its wheelmen guests. The good old Quakers have no objection to water for bathing purposes, but to pay for it! — No! go dirty first! Hooray for the Devon Inn.

THE popular clubs, and if we can judge rightly, the swell clubs in England to-day are certain road clubs to wit: the Ripley Road Club and the North Road Club. The club we would like to see formed is a veteran cyclist's club to which not less than five years' riding experience should be a requisite to membership. There are a lot of jolly fellows among the old timers. Who's in for it? Send your names.

THERE is one thing about Corey's status that may be taken as settled. As it does not appear that his performance with Huntley was made over a course prescribed by the A. C. U. rules for records it cannot be regarded in any other light than as a mere private ride. The A. C. U. cannot punish a man for simply riding on a tandem with a promateur friend, and we fancy no sensible man expects it to. If amateurs and promateurs want to ride all day and all night, or tour for a week together, who shall say them nay?

WE are not at all surprised that the N. C. U. will not grant special sanction to the visiting Englishmen after reading Bassett's letter to Robert Todd. Ducker would do better to let Bassett alone and manage his own affairs. Ducker evidently thought that Bassett would write a helping letter. If he did, he made a mistake. The whole thing was foolish. If Ducker had asked the N. C. U. to give a certificate of amateurism, he would have come nearer getting what he wanted. He would have compelled the N. C. U. purists to have put themselves on record.

MR. W. I. HARRIS will go to Buffalo, and with powerful eloquence tell how Massachusetts, with fourteen hundred members, at its division meeting voted in favor of the rule that each State with five hundred members shall count its own votes and stipulate the method of casting the same. We do not doubt that this is the sentiment; but considering that only seven out of fourteen hundred voted for it, we smile. It takes Harris to get the gun loaded right, and discharge it too, for that matter. We imagine the emphasis he will put on that "fourteen hundred members" will be immense.

WE always gave Ducker credit for a fair modicum of shrewdness, but this opinion received a rude shock when we learned that he had asked Bassett to go to England to induce the English amateurs to come over. We should think it would not take a very smart man to see that Bassett's letter to Todd showed him to be no friend of the A. C. U. The Springfield boss put himself in the hand of the enemy when he asked Bassett to intercede for the Union. Bassett saw his chance, and availed himself of it, and if there are no Englishmen to add interest to the fall tournament the sage of School street is largely responsible. The Board has given American cycling a hard blow, and interfered with the sport seriously

ALTHOUGH in England the subject of makers' amateurism is a tabooed subject, it is still the leading though tiresome topic of the day with us. English legislators, with more years of experience, have found the subject one they are unable to successfully cope with, and have for the present decided to close their eyes to the existence of such a creature as a makers' amateur. He still exists, however, there, and flourishes in greater numbers than he does here. We have undertaken to deal with the matter boldly. What has been accomplished? The existence of a third class, an anomaly, a class whose very existence depends on the dealers, in whom

alone rests the solution of the problem. The creation of the promateur as a recognized type and the general upsetting of racing matters is really all the Racing Board has accomplished. It has not done any good to the sport. We defy any one to show that the Board has benefited cycling. A lot of amateur law makers have succeeded in mixing things up pretty effectually, but will any one point out wherein the trade, the sport, or the pastime of cycling has received the slightest good. If trying to keep away our English visitors, attempting to ruin the tournaments of Springfield, Hartford, Lynn, and other places; if withdrawing from the amateur ranks some of our most active and interested wheelmen, who we will wager never really made anything out of cycling, is the Racing Board's idea of promoting wheeling, it is different from ours. This farce has gone far enough. In the name of every sensible wheelman, we call for a halt. The Racing Board is doing more harm than good, and its abolishment would be better than its existence as at present constituted.

THE Bellerephon wheelmen of Westfield, New Jersey, are gaining enviable notoriety from their offer to contribute $200 towards building a side path on the road from New York to Philadelphia. We have often thought of proposing a similar plan to the wheelmen of this State, looking towards the practical improvement of the direct road from Boston leading west *via* Worcester and Springfield. Such a scheme seemed a little chimerical, and we refrained from giving publicity to our thoughts. Now that the suggestion has come from other quarters, we can at least heartily endorse it. Just as the great Roman roads pierced England's isle in various directions, so we would like to see good ridable highways connecting different sections of our own country. To lay out in the rough a plan and push it to its legitimate conclusion, let us suppose that a route be laid out from Boston to Philadelphia. This would unite the wheelmen of Massachusetts, Connecticut, New York, New Jersey and Pennsylvania in carrying out one grand scheme. The path to amply accommodate all classes of cycles would not have to be more than five feet wide. In some portions the road would not need any care other than that bestowed on it by the town authorities. Where the road is in a dangerous condition the statutory methods of compelling repairs could be resorted to. The balance, so far as the means at the disposal of those cyclists charged with this undertaking would permit, could at least be improved. This plan is a broad and comprehensive one. To carry it out would be no mere child's play. The improvement of roads is the vital question of the day. For it we bespeak the consideration of clubs, manufacturers, dealers, and individual wheelmen. For the WORLD we promise whatever help it can give to any plan that will increase the touring facilities of this country.

Special Attention

is called to our revised list of cycling literature and the offers we make therein. This list can be found on page 448.

L. A. W. Tour.

THE management of the L. A. W. Tour have added the Natural Bridge to our Shenandoah Valley programme. Also, the hop at the Lake View House, Watkins Glen, is to be a L. A. W. reception, to which they invite all the wheelmen around to come in and participate. Good music and a regular bicycle dance is promised. The people of Watkins Glen will take a hand in.

Massachusetts Division Meeting.

THE general meeting of the Massachusetts division, held last Saturday, was not a brilliant success. Only thirteen members were on hand. As the notice published in the *Bulletin* was distinctly addressed to the members generally, the slim attendance indicates great lack of interest, or else that some more direct way of issuing notices is needed. The meeting was held at Young's Hotel, with Chief Consul Hayes in the chair. Mr. Lawton being absent, Mr. A. E. Pattison was elected secretary *pro tem*, and Sanford Lawton was reëlected secretary-treasurer for ensuing year, C. S. Howard being the only other candidate.

A legal advisory board was created, and ten members was constituted a quorum at meetings of officers. The committees on membership, meetings, and railroads were abolished. Chief Consul Hayes announced the following standing committees: —

Racing — Abbot Bassett, C. S. Howard, Boston; C. L. Smith, Cambridge.

Touring — W. A. Green, Holyoke; E. K. Hill, Worcester; A. D. Peck, Jr., Boston.

Finance — J. Fred Adams, Haverhill; A. L. Bowker, Cambridge; F. P. Kendall, Worcester.

Rules and Regulations — W. I. Harris, Boston; A. S. Parsons, Lexington; E. H. Foote, Somerville.

Legal Advisory Board — Charles E. Pratt, Boston; W. S. Slocum, Newtonville; J. S. Dean, Boston.

The special committees on Signboards and Stencils were continued.

The reports of secretary and treasurer were accepted, the latter showing a cash balance of $892.76.

It was voted that 25 members shall be necessary for a quorum at the general meetings; that the committee on rules consider the advisability of providing for proxy voting at officers' meetings; that the invitation of the New York division that Massachusetts join with it in publishing a joint road book be declined with thanks, and that a committee of three, with the Chief Consul as chairman, compile the road book. Mr. Harris brought up a provision which the committee on rules and regulations of the L. A. W. at large were to propose at the Buffalo meeting, providing that each division of five hundred members count its own votes and provide the method of casting them in the general election. Mr. Parsons opposed this, and thought it all wrong for thirteen members to express an opinion for fourteen hundred, but only four others agreed with him, and the motion was carried. An attempt to keep any one but League members from having the road book was voted down, and then the meeting adjourned.

L. A. W. Meet at Buffalo.

THE programme for this meet has been all arranged. To-day at 10 A. M., the general board meeting will take place at the Genesee House. This meeting will consist of representatives from all divisions. The meeting of the State division officers will take place at 7.30 this evening at the same place. At the general meeting, Mr. W. I. Harris, of Boston, chairman of Committee on Rules and Regulations, will present his report and make recommendation as per synopsis published in the WORLD, 27 August.

To-morrow (Saturday), the day will be given up to the pleasures of the wheel; early runs and late runs, parade at 10 A. M., and in the afternoon the races at the Driving Park, with twelve events on the programme. The Buffalo Bicycle Club will give a drill, and W. F. Barber of Rochester, will try and see if he cannot lower the one-mile unicycle record. The five-mile L. A. W. championship will be the feature of the meet. In the evening the Buffalo Bicycle Club will receive their lady friends and visitors. On Sunday, a great many good runs have been projected. An excursion *via* rail to the Falls being one of the proposed events. On Monday, the L. A. W. Tourists will start on their annual ride, and what a grand ride it will be! From Buffalo to New York, steamer to Old Point Comfort, Va., thence taking wheels again to Harper's Ferry, *via* Luray Caves.

Opinions and News, in Brief.

J. E. FENLON and Percy Furnivall are running each other pretty close in number of championships won.

* * *

CALIFORNIANS claim to have as good roads as we of the East. That is, they have been told so by Easterners.

* * *

THE Pacific Slopers are sick and tired of this amateur fight and rumpus. And so are we on the Atlantic Coast.

* * *

THE firm of Bull and Bowen, Buffalo, is no more, these gentlemen having dissolved partnership.

* * *

A HILL between Westbrook and Clinton, Ct., has, for the first time, been negotiated successfully by one A. Welton, of New Haven.

* * *

LET all wheelmen beware of the festive ox while passing him on the road. Not many days ago, in New Haven, a cyclist was riding quietly by an ox team on the left side, which is the correct side to pass according to the laws of the road, when the near side ox launched a vicious kick and sent him off sideways. No one hurt.

* * *

CAPT. EDSON B. OLDS, John T. Loomis, and Preston Moses, Jr., of the Capital Club, Washington, D. C., have been in the vicinity of Boston during the last ten days "sampling" our roads.

* * *

"THE event of the season" of the Boston Bicycle Club, took place this week. A run to Riverside, a row on the Charles, and a superb lunch was thoroughly enjoyed by the members of that club.

* * *

WILLOW COTTAGE, Magnolia, Mass., has been appointed a League hotel, and will keep open to wheelmen through the fall riding season. Terms, $2 per day.

* * *

JOHN A. HENRY, the Chicago anarchist says "anarchy comes from a conviction that there is something wrong in society." Just like the war on the promateurs.

* * *

SCRANTON, (Pa.,) Bicycle Club had a very successful meet lately. The summary of races will be found under the proper heading.

* * *

THE Pilot Wheel Club, of Lancaster, has closed its rooms, and offers the furniture for sale. The club has not disbanded, however.

* * *

ALFRED, Me., has a lone wheelman, in the person of Judge Amos L. Allen's son. He straddles a Star.

A WASHINGTON gentleman, stopping at Wakefield, N. H., for the season, rides a Rover Safety, the first wheel of the kind brought into that State, so far as we know.

* * *

C. D. BATCHELDER, of Sanford, Me., a rider of some note, has just completed a three-hundred mile tour in New Hampshire, chiefly among the White Mountains.

* * *

THE English Metropolitan papers are bewailing the fact that the Lands End-to-John o'Groats records are being captured by the Liverpudlians.

* * *

THE Springfield and Lynn local papers are now discussing the comparative merits of their pets.

* * *

LYNN swears by "Billy," and Springfield puts up its ducats on "our George." We would give a dollar to see a *bona fide* race between these men, and perhaps we will at Springfield.

* * *

A WASHINGTON cyclist recently made a strong bid for the title of "champion imbecile," by riding upon the coping stone of Cabin John Bridge, near Washington, D. C.

* * *

THE coping is 300 feet long, 15 inches wide, and 125 feet above a rocky gorge.

* * *

"WE regret to see the spirit" of the Niagara rapid crank entering the ranks of cyclists. Nothing is gained by such exhibitions.

* * *

WE must ring the chestnut gong on the *Globe* this time, sure. Its description of the Masachusetts Club was good, but, oh, so old!

* * *

So the League is going to test the rights of the Oranges to regulate its street traffic. Rather a dangerous experiment, we should say. The success will be of doubtful utility, and its failure will stimulate "repressive" legislation.

* * *

IT seems rather funny that the apostle of amateurism should advocate the payment of expenses to representatives to attend meetings.

* * *

THE A. C. U. will not accept McCurdy's performance as a record. Ten-mile circuits do not count as records.

* * *

RHODES' fast running is awakening an unprecedented interest in the tilt between the good knights of the house of Pope and the merry men of the Victor wheel. We think no "treaty" will mar the fierceness of the conflict.

* * *

MR. WM. B. PAGE, of Philadelphia, has just accomplished a delightful tour on his wheel to Montreal *via* Saratoga and the White Mountains.

* * *

CRANKS are still circling for that cyclometer. A Jersey crank claims over 5,000 miles, and a Westfield, Mass., crank 6,000 miles. Again we express pity.

* * *

A CITIZEN (N. Y.) clubman, by name P. Fontaine, has ridden from Philadelphia to New York in 16 hours.

* * *

THE latest recruits to the A. C. U. ranks are the Berkshire County wheelmen of Pittsfield, Mass. The tournament of 10 and 11 September will be run under A. C. U. rules.

* * *

THE Connecticut Bicycle Club at Hartford, 8 and 9 September, prizes will be offered for (1) to the club parading the largest number of uniformed riders; (2) to the club presenting the finest appearance; (3) to the club parading the largest proportion of its membership. All wheelmen are invited to try for a prize.

* * *

'T IS said that Dan Canary, the trick rider, has had presented to him by Mrs Canary *two* little Canaries, all at once.

* * *

IF Rowe can make the mile in a *race* in 2m. 27⅘, as he claims he has done in practice, we will wager something that these figures will stand for some time to come.

* * *

LANGDOWN, the Australian flyer, is not looked on with any amount of alarm by the men who have seen him ride, so far.

* * *

WE hear lots just now about what "I intend to do." F. Lee, the English professional, states that if he comes to the United States he will put the record for 60 minutes up to 22 miles.

* * *

THE amateur labyrinth gets more and more complicated. The last blind wall we encounter is the Corey-Huntley scrape. We turn hopelessly back and grope for daylight and an exit.

* * *

IT is proposed that the Springfield Club give a minstrel show during the tournament.

* * *

WHO is the young lady in St. Louis who is supposed to have stolen a tricycle from her "feller?"

* * *

THE Quadrant people have produced a racing tricycle with a 40 and a 36-inch driver. They claim greater speed and safety on curves.

* * *

'T IS said that Arthur Young and his sister will try to ride from DeSoto to St. Louis on a tandem trike.

Chicago.

THE Illinois cyclers are blossoming out into a fine club. Their membership was increased by sixteen during the past week, making a total of thirty-six. They have instituted semi-weekly club runs, and Wednesday and Friday of last week they had no less than thirty in line. To be sure, a new broom always sweeps clean.

BUT the city is so divided that sectional clubs will prove eventually more desirable than general clubs, in my opinion. We have the North, South, and West side, each a distinct city, with a great deal of pride in its own particular locality. To meet at any one point is a nuisance, and takes a good deal of time, and club members are very apt to shirk on that account. Each side has its quota of riders, and should they organize themselves into sectional clubs it would undoubtedly result successfully. The Illinois cyclers are West siders. The South side has the Owl Club. Very likely the North side will take the hint, and the sectional pride before spoken of will be sufficient to make them all successes.

THE Chicago Club were anticipating a great lark on wheel at Peoria, last Sunday, but it rained all the forenoon, and so the boys lost the most of the riding prepared for them by the Peoria Club. A goodly number turned out for the run.

JACK ROGERS was in town last week. He has resigned his position on the Frisco Railroad, and proposes to devote himself to mining in the South and the *American Wheelman*.

S. G. WHITTAKER went to Indiana Monday last in quest of the 10, 25, 50, 100-mile, and 24-hour road records. He is in fine shape, and has broken them all in private practice, excepting the last-named, and thinks himself equal to that. His course will be a fifty-mile straight away. VERAX.

St. Louis.

THE death of George Webber is sincerely felt here, for a purer boy than he was we have never met. The information reached us yesterday through private correspondence, and the dailies have not even mentioned the event. It may be better as it is for special reasons, though the idea that his sickness was superinduced by over-training is scouted by those who watched him while here. But the apathy of the associated press towards wheeling is illustrated more forcibly than ever.

THE Indiana tourists were to return today. W. D. Hicks, one of the party, is the cycle editor of the *Post-Despatch*, and originator of the scheme for the illuminated parade. He took a large amount of parade literature with him to Indiana.

E. R. STETTINNIS, Secretary of the Ramblers, has been appointed grand marshal of the illuminated parade, and Lindell Gordon captain of the flambeau battalion. A standard illuminating device is spoken of for the use of visitors who wish to participate, and it is hoped they all will.

THE route for the parade has been selected, including a large portion of the asphaltum streets. The latest report is that Washington, D. C., will send a large delegation.

SEVERAL topics of importance were talked over at the meeting of the Cyclists' Social Union. Chief Consul Rogers strongly urged an attempt to pass a bill through the State Legislature, changing the system of road taxation to a strict money basis, and the creation of a road department, under control of competent engineers. At present the road tax is payable either in cash or road work, and as farmers generally prefer the latter, poor roads in most sections is the consequence.

THERE is a possibility that the Union grounds will be closed, in which event St. Louis will be without a track.

SEVERAL members of the Quincy Club are being entertained today by the Missouries, though mud prevents wheeling. BREVITY.

Manhattan Meanderings.

I HAVE just had a long chat with Herring, of the Ixions, who has just returned from Cleveland to which he toured a-wheel. He rode from Troy to Weedsport, where he won the tricycle race, and then went on to Cleveland, in time to compete at their three-days' meet. It seems that the meet was a very enjoyable affair. Rich won several events, and was the best rider out. A new man named Terry, who showed excellent form. H. S. Kavanaugh, of Cohoes, made a point of winning every race for which watches were offered as prizes, capturing no less than four. Herring rode third in several races, and won the consolation race in 2.59. The papers dubbed him the "whiskered wheelman," as his hirsute development had actually become fierce looking in his long tour. Pardee was called the "chewing-gum wheelman," for obvious reasons. A very pleasant incident took place on the last day. J. R. Rheubottom, of Weedsport, had ridden for two days without scoring a win. On the evening of the second day he was married with great *eclat*. On the third day he took his bride down to the track, got out and won the quarter mile in grand style. When he came back to the scratch, the judges told him he was disqualified. His face didn't lengthen more than 7¼ inches, but when the boys unearthed a silver salver, and gave it to him as a wedding present, his face contracted in length, but expanded latterally.

THE Orange Wanderers will undoubtedly draw a big crowd to their tournament, to be held next Saturday. Secretary Baird tells me that a number of good men have entered. The club has done excellent work, for though the tournament was announced but three weeks ago, they have advertised it thoroughly, and almost buried the State of Jersey under a plaster of posters. Frank White, of Spalding Brothers' bicycle department, slipped up to Springfield last Saturday. He will arrange with a few makers' amateurs, and will put Woodside on the "Beeston Humber," which the Spalding's handle.

IT is whispered that two firms will embark in the manufacturing business in the spring. I believe there is very little money in the business for importers, hence this step. I have an idea that the firms referred to are Messrs. Spalding Brothers, and Messrs. Howard A. Smith & Co.

GEORGE D. BAIRD, whom you will remember as editor of the *Cyclist and Athlete* brought out a book of poetry last week called "Vindication and other Poems." I have read portions of the book, for I am a friend of the ex-editor's, and I think that it was a waste of money, perseverance, and brains. I am sorry for George. If the professional critics get hold of him they will rend him limb from limb.

WHATEVER may be said about "rings," etc., it is certain that Chief Consul Bidwell works hard for the success of the New York State Division. The result of his efforts will probably induce a large party to attend the Buffalo Meet. They will leave New York on Thursday evening at 6.30 P. M. TITNAM.

Notes From Hartford.

NEXT week, Wednesday and Thursday, 8 and 9 September, these are the days we propose to celebrate. Coming? It will be big.

WHEELMEN intending to race at Hartford, who have not yet made their entries, are kindly requested to hurry them along. Address Geo. H. Burt, Hartford.

WILL "Charter Oak," whoever he may be, kindly refrain from dating any further sensational newspaper correspondence from Hartford. Our literary lights have been put to great trouble of late to continually deny the authorship of the "Wheelman's" inside view of the "deal." Editor Aaron's vigorous layout of this wonderful fabrication quite pleases us.

IT struck me that the tactics adopted by the principals of both sides in the re-

THE RUDGE HUMBER
TANDEM.



202 MILES IN 24 HOURS.
By W. H. HUNTLEY & H. D. COREY.
SEND FOR CATALOGUE.
TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.
152 to 158 Congress St., Boston, Mass.
NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

WE WILL ABSOLUTELY GUARANTEE

THE ❖ AMERICAN ❖ SAFETY

TO BE THE

Easiest Running Bicycle in the World!

AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL, TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine, because they know it is the best, and therefore the mount for their personal use.

Dayton, Ohio, Aug. 13, 1886.

Messrs. Gormully & Jeffery.

Dear Sirs:—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have, for the last five years, been riding an Expert, but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount. Very respectfully, A. W. GUMP.

Indianapolis, Ind., May 6, 1886.

Messrs. Gormully & Jeffery:—Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly, C. F. SMITH, Mgr. Indiana Bicycle Co.

New Haven, Conn., June 3, 1886.

Messrs. Gormully & Jeffery:—The 42-inch Safety has arrived and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON, Pres. and Treas. Am. Bi. Co.

The last edition of our Catalog, printed in July, and containing detailed descriptions of this and of our other excellent Cycles, mailed FREE.

GORMULLY & JEFFERY,

CHICAGO ILL.

cent international scrimmage over the Springfield prizes, were exceedingly deplorable. A little plain reasoning, in solid English, would have been far better than the mixture of Billingsgate and misplaced Latin. The better class of wheelmen on both sides of the water desire mutual good feeling between the two cycling worlds, and are not particularly infatuated with the impetuous tirades of a few, who through personal exigencies or aspirations, would seem to be endeavoring to promote mutual distrust.

THE trotters now have the park. In will be turned over to the wheelmen to Saturday for their exclusive use till after the tournament. Combination fare and admission tickets will be issued for out-of-towners. The parade will include *a tandem* brigade. Rhode's great work adds spice to the A. C. U. Championship's guessing. Excursionists from Boston by either railroad will change at Hartford to special trains for the park in waiting, close at hand, which will land them at the main entrance. We hope the Boston party will be large.

A DISGRUNTLED and unpopular Hartford cyclist recently printed in a New Haven paper, having a large circulation here, and utterly false and malicious account of an impending "split" in the Hartford Wheel Club. This club considers the matter worth attending to, and proposes to make it decidedly unpleasant for the individual. H.

Springfield Chatter.

SINCE my last week's budget the N. C. U., A. C. U., L. A. W. bombshell has been exploded, and with what at first threatened a most disastrous effect upon the Springfield tournament, and, incidentally, those to be held at Lynn and Hartford. Everybody knows that nothing short of an earthquake can disturb Ducker's equanimity; but this explosion was too much for even his indomitable courage. I chanced to meet him shortly after these portentous documents *had* first been given publication, and I assure you he looked discouraged, to say the least. What troubled him the most was the publication of the articles. It worried him extremely to know how the public would take it. But Mr. Ducker is not a man to cry over spilled milk, and when next I met him he had evidently been drinking deeply from that unfailing well-spring of hope on which he alone seems to have a monopoly. Why, to hear him talk you would think there was no such thing in existence as the N. C. U., and that the Englishmen were coming willy-nilly. Ducker yet talks hopefully, and listening to what he now says you can almost see the Englishmen landing on our shores. A significant straw, however, was a long article in the *Union* the other night, in which the argument was made that the tournaments would be a success even without the presence of the Engilshmen. Reading between the lines it gave me the impression that when the fact can no longer be withheld it will be announced that our transatlantic brethren will forego a visit to America this season. I think myself that after the first wave of disappointment has rolled by that the public will still pin its faith to Ducker, and that the Springfield tournament will be an enjoyable one.

I HEAR Prince and Morgan very nearly came to blows on the street the other day in discussion of a bet which they have been wagering in the newspapers. Folks who saw the fun say that it looked like a lively scrap for a few minutes. I am told Merrill of the *Union* did heroic work in endeavoring to separate the would-be beligerents. Queer, is n't it, that one who writes such incendiary articles should pose as a peacemaker?

I STROLLED up to the park last Saturday afternoon to "take in" Morgan's cycling tournament. Truly the heart of the most inveterate thirster for records must have been gratified by the performances of Ives, Rhodes, and Woodside. Just let me say there is fun ahead, and the Columbia team will have to look sharp. They won't have things all their own way; that is, if Billy Rhodes can help it.

TALKING about records, I'll match Frank Ives as an eater against any racing man in the world. I am told that at the Morgan "spread" the other night he downed nearly everything on two well-filled tables and sat at both the first and second tables. Frank does n't care what they say to him, however. He "gets there just the same." A man that can do a mile without hands in 2m. 44⅘s. ought not to cause his trainer very much worriment as to his racing ability. If Frank can ride in the same proportion that he eats there isn't anybody that would desire to tackle him.

How I do run on, but a lazy man has nothing to do but gossip, which is the case with

THE IDLER.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston:—

No. 347,357. Velocipede, E. G. Latta, Friendship, N. Y.

No. 347,503. Tricycle, Thos. O'Brien, New York City.

No. 347,054. Handle for Bicycles, Fred H. Morse, St. Louis, Mo.

No. 347,977. Bicycle Pedal, Thos. J. Strickland, Randolph, Mass.

No. 338,057. Velocipede, D. H. & L. H. Rice, Brookline, Mass.; of the "star" type.

Reissue No. 10,760 of patent No. 309,355, granted Dec. 16, 1884, E. C. F. Otto, Peckham, England.

Notes of the Cleveland Meet.

THE visiting bicyclists held a meeting last night at the Cleveland Athletic Club Gymnasium, and expressed regret at the death of George Weber, the great Star rider.

Meeting called to order by George Collister, Mr. Charles E. Tichener, of Binghampton, N. Y., was elected chairman; Mr. George S. Atwater, of Massillon, O., elected secretary. On motion the chairman was instructed to appoint a committee of three to draw up resolutions. Chair appointed Messrs. George Collister, George S. Atwater and A. B. Rich. The committee reported the following:—

"Whereas it has pleased the Almighty to remove from our midst our fellow-wheelman and mutual friend, George E. Weber, therefore be it

"Resolved that we, the racing men and wheelmen here assembled at the races of Cleveland Bicycle Club, 26, 27 and 28 August, deeply feel the great loss we have sustained by his sudden demise, and be it further

Resolved that we extend to the bereaved family and friends our heartfelt sympathy in this their hour of affliction, and be it further resolved that a copy of these resolutions be sent to the daily and bicycle papers, and to the family of the deceased.

C. E. Titchener, Binghampton; G. S. Atwater, Massillon; A. B. Rich, New York; George Collister, Cleveland, O.. W. E. Crist, Washington; J. R. Rheubottom, Weedsport, N. Y.; Phil. S, Brown, Washington, D. C.: W. S. Upson, Cleveland: George H. Terry, Batavia, N. Y.; H. E. Bidwall, East Hartford, Ct.; C. F. Smith, Indianapolis, Ind.; H. S. Kavanaugh, Cohoes, N. Y.; W. E. Caldwell, Cleveland; W. P. Sargeant, Cleveland; Henry Goodman, Hartford, Ct.; A. A. Hart, St. Louis; W. H. Wylie, St. Louis: S. P. Hollingsworth, Russiaville, Ind.; C. M. Brown. New Castle, Pa.; W. R. Friel, Greenville, Pa.; Taylor Boggis, Cleveland; F. P. Root, Cleveland; W. C. Herring, New York; K. A. Pardee, Akron, O.; F. E. Ranney, Akron, O.

J. R. RHEUBOTTOM, of Weedsport, N. Y., was quietly married Friday morning, at the Forest City Hotel, to Miss Minnie Ingram, of Tonawanda.

AFTER the races, Saturday, the prizes were distributed on the track, Mr. A. B. Rich, of New York, presented Mr. H. E. Bidwell. of East Hartford, with the nickel timer he won Friday in the two-mile lap, race. that Mr. Bidwell was disqualified in.. Mr. Rich was heartily applauded for his generous act.

THE Cleveland Bicycle Club will lose siderable money, owing to the small attendance. Not over 1,800 people attended in three days, when they had near 3,000 in one day last year.

WHISKERS.

From Louisville.

WHAT Louisville now wants are tandems. She has tried tricycles and dispensed with them. They were all right on our asphalt, but when it came to road riding it was unanimously agreed that they were a little too previous for this locality, and they have disappeared — vanished as has everything else that ever tried to gain a foothold here, except the plain bicycle. It has downed everything that ever came in contact with it, and is now eagerly waiting for the tandems; for a Kentuckian being raised in the same air and on the same soil as their horses has the same unborn spirit to race, and, although we have no race track here, more racing is indulged in here over our rough roads than would be pleasant for the average wheelman. — *KENTUCK.*

Tricycle Record.

G. P. MILLS, of the Anfield Club, Liverpool, England has undoubtedly knocked the tricycle record from Lands End to John O' Groats, as badly as he did the bicycle record. On the 19 Aug., he was at Edinburgh going north, and was then 18 hours ahead of record. So that unless something goes wrong he is sure to do the distance under six days. Mr. Mills is riding a "Beeston Cripper." Mr. Marriot of Marriot & Cooper, has held the record for tricycle, so far, in 6 days 15 hours and 22 minutes. Mr. Marriot has been trying to beat Mills's bicycle record but after 270 miles being 3 hours behind Mills's time he gave it up. Messrs Lennox and Nixon who have both held records for this long distance, started to break the present record, but after a day or so gave it up. It is the impression that it will be many a day before Mills's record is beaten.

All Sorts and Clippings.

MR. LADISH is said to resemble Mark Twain in his face, and it is further stated that he has a careworn look.

W. B. EVERETT will start on his regular annual trip to the old country and make arrangements for a good stock of the Singer products.

REMEMBER that by using a bottle of Ardill's Liquid Enamel you can make your machine look like new in a few minutes. Price, 75 cents. Stoddard, Lovering & Co., 152–158 Congress street, Boston.

STRONG efforts are being made in New York to have the park commissioners permit cycles on all the Central Park drives.

RHODES, on a Victor, managed to get away with the five-mile record at Springfield, last Saturday. By the way, don't forget that the Overman Company control the device known as Foote's Anti-Header.

ADVICES from the managements of the big tournaments show that entries are coming in fast.

THOSE who predicted that the safety was a thing of past, would be surprised at the way the Rudge Safety is holding its own with both old and new riders.

THE reporter of the Springfield *Republican* made a large sight draft on his imagination when he reported A. H. Overman as rushing to Springfield, as soon as he landed, to see how his team was doing.

W. B. EVERETT & Co. received twenty-two S. S. S. tricycles and tandems last week. Some one must be doing some business.

IN the loss of George Weber, the Star people are to be sympathized with. In him they possessed a worthy and upright MAN, and the greatest Star rider that ever lived.

LEES may think that twenty-two miles an hour can be covered on a bicycle, but we wager a cent (that 's our pile) the nineteenth century will not see it.

AMERICAN excellence in the manufacture of bicycles is making itself felt abroad. In Birmingham, Eng., a manufacturing company is advertising itself as manufacture of Columbia racers, roadsters, and safeties. The manufacturing industries of Great Britain could not have paid a better compliment to the nicety of American manufactured machines than by choosing for a name a word which is so familiar to wheelmen all over the world, and in every respect American. — *Boston Herald.*

WE hear Louise Armaindo is getting in trim for a six days' ride in Troy, next month.

TRIGWELL'S ball-bearing head, as applied to the Royal Mail, is no doubt a great improvement. Percy Furnivall says, "The ball-bearing head quite surpasses my expectations. . . . I will never have another bicycle without a ball head."

ON the 14 Sept., W. H. Huntley will attempt to get inside McCurdy's twenty-four hour record over the same course. He proposes to ride a 54-inch Rudge. At the same time Harry Corey and Kennedy Child will most probably try and see what they can do with a tandem over the same route. We opine that two hundred and two miles will get left by this team. They will ride the Rudge Humber tandem.

THE annual meeting of the New Jersey State Division, L. A. W., held in Institute Hall, at Millville, N. J., 28 Aug., drew together about one hundred wheelmen. The only business transacted was the election of F. R. Bonnell, of Jersey City, secretary and treasurer. Dr. E. W. Johnson, of Jersey City, chief consul, presided. During the past year over five hundred new members were received into the clubs comprising the State Division. — *Philadelphia Times.*

STODDARD and Lovering received nine Crescent tricycles two weeks since, seven of which have been disposed of.

ACCOUNTS of the new Victor tricycle seem to vary. Last week some who saw it reported three equal wheels of small size and cripper steering. This week we have seen one with the cripper steering, but the loop frame which Overman loves so well. We are informed by the company that still another pattern is coming from the works, and that it is their intention to give all the best points a thorough test, and endeavor to embody them all in the new Victor

THE BICYCLING WORLD believes in enterprise and sets a glorious example for several of its contemporaries. Aside from publishing special cartoons it is now in negotiation for live correspondents in the principal cycling cities. They prefer original matter to scissors and mucilage bottle items, — which is greatly to their credit. The BI. WORLD is one of the most reliable of our cycling exchanges. — *Springfield Union.*

Photographic.

NOW is the time to get your apparatus in shape. Cool days and clear atmosphere will bring out the Camera and tricycle.

I OVERHEARD two tricyclists planning a "taking" tour the other day, while walking along Pond street, Jamaica Plain.

I WAS walking directly behind them and I heard one say, that since he got his camera last spring, his interest and pleasure in tricycling had increased twofold.

THESE are straws and show which way the wind is blowing. Being an enthusiast on the dual pleasures of wheel and camera, I know I have influenced a good many to try it.

I HAVE been reading an account in *Photo Times* of how Farina coolly photographed a lion that was eating a dead giraffe in the Kalahan Desert. As for me, had such an incident presented itself to my notice, it would take a double extra quick plate to have taken me on the fly *away* from *that* spot.

WHILE on the marvellous, have you noticed that a cannon ball going at the rate of 900 feet a second was recently successfully taken. The negative showed the ball plainly, though a trifle blurred. The exposure was about $\frac{1}{100}$th of a second.

THIS is I believe the best on record. The feat of taking a horse in motion has been looked on as a wonder, and for that matter it is, but when I think of catching a projectile travelling 900 feet a second it takes my breath.

I WAS asked the other day, as I am often asked, "What is the cost of an ama-

TRIGWELL'S BALL HEAD,

The Greatest Modern Improvement in Bicycles, and Used ONLY on the

ROYAL MAIL

Is Enough in Itself to Determine One in the Choice of this Favorite Wheel.

The ONLY Wheel Having this Head! A Great Success!

We are receiving Highest Testimonials.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says:—

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY Hon. Sec. of the L. B. C., says:—

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says:—

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

Mr. HARRY JONES, of the Haverstock C. C., says:—

My record la year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says:—

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

Also the Fox Grip-Fast Rim and Tire, a great success. Latest Importations just received have the Strong Red Rubber Tire, which makes this new system a perfect success. Also Royal Mails with the Common Head and Cemented Tire, if preferred; or, Ball Head and Cemented Tire.

THE WHEEL OF WHEELS.

Exchange your Old Wheel for a ROYAL MAIL. ☞ We take Other Wheels in Exchange if Desired.

Send Stamp for Circulars and List of Second Hands, — some Bargains.

WM. READ & SON, 107 Washington Street, BOSTON, MASS.

teur outfit?" I answered, "My dear sir, anywhere from $5 to $500, nay, $1,000; but I am careful to add $30 to $100 would do the first cost up fine." Of course the after expense *depends*, very *much* depends.

FOR instance, you take a group of twenty-five and at once offer (or maybe you are asked) to furnish each individual with one copy. *That* kind of business costs like Sam Hill. This racket is very much played out with me. I now say "If you want any copies you must pay cost." I don't want profit, neither do I want a loss.

THE good-natured amateurs are apt to be imposed on. Sometimes they can afford it, and sometimes they cannot. If their pocket books have sufficient depth and richness it *may* be o. k.; but this "free fotograph" bus. is a chestnut with me, and so don't try it on.

I WAS about the maddest man in Chelsea the other day. I had been off on a taking scrape and got back chuckful of anticipation of the results, as the subjects were fine. Into the dark cubbyhole I went and out with chemicals, only to find that my negatives were full of holes, some as large as peas! "There was a sound (*not*) of revelry," you can just bet.

WHEN will the manufacturers make emulsion, so that, sure pop, there will not be any pin holes? "'T is a consummation most devoutly," etc. I am told it is very difficult, and that, notwithstanding the utmost care, the emulsion will get away with them occasionally.

You asked me for "some practical notes," and here have I been gassing away about nothing, chattering about everything *but* practical things. Never mind, I shall try again.

PYRO.

BOOKS AND PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Cortis on Training. By H. L. Cortis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accessories. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 50 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.50 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Low. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G. Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth. By mail, $1.00.

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $1.25 each.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bi. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Pape" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

Cyclers, Attention.

A 5×8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. All Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=

BULL & BOWEN

COR. MAIN & CHIPPEWA STS.

BUFFALO, N. Y.

BICYCLES & TRICYCLES

ACCESSORIES

REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., PEORIA, ILL.

THE WORLD

One Dollar

A YEAR.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *5 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. **Price, $3.50; Nickel Plated, $4.75.** Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclist' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor,
Rochester, N. Y.

FOR SALE OR EXCHANGE

Advertisements under this head, FIVE CENTS a line.]

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — One 44-inch Facile bicycle, perfectly new; great bargain at $110 one month ago. Address at once, Box D, care of Savage & Farnum, Campau Building, Detroit, Mich.

FOR SALE. — A 52-inch Standard Columbia bicycle, in good condition, $45. S., Box 24, Warren, Mass.

FOR SALE. — A 48-inch Victor tricycle, latest pattern, in first-class condition, $75; can be seen at 6 Berkeley street. W. H. CUTTER, Harrison Square, Mass.

FOR SALE. — One 53-inch Light Roadster. Perfect order; nickelled except wheels; new saddle; $100. offered; best offer takes it; 1886 latest pattern Columbia. Citizens' Bicycle Club, 328 W. 60th. Street, New York City.

FOR SALE. — One 58-inch Rudge Light Roadster, to be sold at once. In good condition; (looks almost like new). Price, $80.00. Will send by freight or C. O. D., for examination. Address, C. E. Fitz, 335 Broadway, Somerville, Mass.

FOR SALE. — One 53-inch Royal Mail Racer, $65; one 54-inch Royal Mail Racer, $75; regular price, $140; used few times, and good as new, with spade handles and all latest improvements. WM. READ & SONS, 107 Washington street, Boston.

FOR SALE. — One 54-inch Victor bicycle for sale, in first-class condition, 1885 pattern, price reasonable. Address Box 502, Marlboro', Mass.

GREAT BARGAINS!! — Humber Tandem tricycle, $125; 48, 52 and 54-inch Experts; 48 to 52-inch Standard Columbias; 52-inch Victor, new. Very cheap to close. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1	53	RUDGE RACER	used twice	$90 00
1	54	"	" three times	90 00
1	55	"	never used	90 00
	57	"	" "	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES AND TRICYCLES. — Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO., 89 Court Street.

BICYCLES AND TRICYCLES. — Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building.

BICYCLES. — Fair prices and spot cash paid for desirable second-hand wheels. BUTMAN & CO., 89 Court Street.

FOR SALE. — Quadrant Tandem, built by Lloyd & Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court Street.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

FOR SALE. — A 52-inch Expert D finish, 1886 pattern, new McDonnell cyclometer, King of the Road lamp and bell, for $120 cash, cost $142; bought a month ago, and guaranteed good as new. W., Drawer 15, Knoxville, Tenn.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

TANDEMS. — "Cunard" (new), may be ridden by two ladies. "Genuine Humber," perfect order, only $180. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

"GRAND BICYCLE MEET"

AT THE

SIXTEENTH ANNUAL EXHIBITION AND FAIR

OF THE

FARMERS' AND MECHANICS' ASSOCIATION,

UNDER THE AUSPICES OF THE

COLUMBIA BICYCLE CLUB OF NO. ATTLEBORO', MASS.

On Tuesday, Sept. 14, at 11 o'clock.

The track, a half-mile one, has lately been put in first-class condition, and is, without doubt, one of the fastest in New England. L. A. W. Racing Rules to govern the following events:—

1.	ONE HALF-MILE....OPEN	6.	ONE-MILE....3.30 CLASS
2.	ONE-MILE....NOVICE	7.	ONE-MILE....HANDICAP
3.	THREE-MILE....LAP	8.	TWO-MILE....OPEN
4.	ONE-MILE....HANDICAP, BOYS UNDER 18	9.	ONE HALF-MILE....HANDICAP, BOYS UNDER 15
5.	ONE-MILE....OPEN	10.	TWO-MILE....TEAM RACE (THREE MEN EACH TEAM)

VALUABLE PRIZES IN EACH EVENT.

Boys entering must state fastest time ever made in a race. Entrance fee, 50 cents. Close Sept. 11. Entry Blanks and List of Prizes furnished on application to

O. W. CLIFFORD, Columbia Bicycle Club, No. Attleboro', Mass.

HURRAH FOR LYNN!

FIRST GRAND INTERNATIONAL FALL TOURNAMENT

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At Lynn, Mass., September 23, 24 and 25, 1886.

A. C. U. RULES TO GOVERN.

$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. $5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES.

FIRST DAY, THURSDAY, SEPTEMBER 23.

1-Mile Novice Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined. [lined.
1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered Venetian Chased, gold
3-Mile Professional Bicycle, Handicap, 1st, $60.00 Cash; 2d, $40.00 Cash; 3d, $20.00 Cash.
2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
1-Mile Amateur Bicycle, Open, 1st, Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash. [Opera Glasses.
3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl

SECOND DAY, FRIDAY, SEPTEMBER 24.

1-Mile Professional Bicycle, Open, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose glass and silver; 3d, Nut Bowl, gold lined, oxidized finish. [Set, gold lined.
5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Epergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water
1-Mile Amateur Bicycle, 3.05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash.
1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double barrelled, breech loader; 3d, Silver Watch. [Glasses.
3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera

THIRD DAY, SATURDAY, SEPTEMBER 25.

1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin
3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
2-Mile Professional Bicycle, Lap, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash. [Silver Medal.
3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set.
5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and
1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
10-Mile Professional Bicycle, Lap, 1st, $100.00 Cash. ($50.00 extra for Record.) 2d, $50.00 Cash; 3d, $25.00 Cash.
3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
1-Mile Amateur Bicycle, Consolation, 1st, Half Dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, Etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, AND 17, 1886.

FIFTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

Who Takes 'Em ? Who Takes 'Em

OFFICIAL LIST OF RACES AND PRIZES.

FIRST DAY—TUESDAY, SEPTEMBER 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 1st heat.	Vase Lamp, hammered copper and [oxidized.	Scarf Pin, diamond setting.	Fancy Inkstand, gold and oxidized.
1-mile	Amateur	Bicycle	Novice.	A. C. U. Gold Medal.	A. C. U. Gold Medal.	A. C. U. Gold Medal.
10-mile	Promateur	Bicycle	A. C. U. Championship.	$100 Cash.	$60 Cash.	$40 Cash.
5-mile	Professional	Bicycle	Handicap.			[qué, gold lined.
1-mile	Promateur	Bicycle	World's Championship, 2d heat.	Gold Watch, open face.	Vase Lamp, gold and Silver.	Smoking Set, hammered and appli-
5-mile	Amateur	Bicycle	16.30 Class.	Gold Watch, open face.	Ewer, antique brass, embossed.	Opera Glass, pearl mounted.
1-mile	Promateur	Tricycle	Open.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 3d heat.	Two Gold Medals.	Two Silver Medals.	
1-mile	Amateur	Tandem	A. C. U. Championship.			

SECOND DAY—WEDNESDAY, SEPTEMBER 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 4th heat.	Gold Watch, open face.	French Clock, with bronze figure.	Glass Vase, decorated gold stand.
5-mile	Amateur	Bicycle	Lap.	Diamond Stud.	Gold Watch, hunting case.	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Handicap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Tricycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 5th heat.	$62.50 Cash.	$37.50 Cash. [breech-loader.	$25 Cash.
3-mile	Professional	Bicycle	Lap.	Gold Watch, hunting case.	Stevens Shot-gun, double-barreled,	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Lap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Bicycle	Handicap.		[tern.	
1-mile	Promateur	Bicycle	World's Championship, 6th heat.	Gold Medal.	12 Silver Knives, renaissance pat-	Traveling Clock, and case.
3-mile	Amateur	Tricycle	Open.			

THIRD DAY—THURSDAY, SEPTEMBER 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 7th heat.	Gold Medal.	French Clock, with bronze figures.	Gold Watch Chain.
3-mile	Amateur	Bicycle	Open.	Diamond Stud.	Gold Watch, hunting case.	Gold Watch, hunting case.
10-mile	Promateur	Bicycle	Lap.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 8th heat.	Tea Set, 6 pieces, satin embossed.	Stevens Sporting Rifle.	Stevens "Hunter's Pet" Rifle.
5-mile	Amateur	Bicycle	Open.	Gold Watch, hunting case.	Diamond Stud.	Gold Watch Chain.
3-mile	Promateur	Tricycle	Open.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 9th heat.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Tricycle	Handicap.			

FOURTH DAY—FRIDAY, SEPTEMBER 17.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 10th heat.	Gold Watch, open face.	Carving Set, renaissance pattern.	Gold Cuff Buttons, stone settings.
3-mile	Amateur	Bicycle	9.45 Class.	Diamond Stud.	Complete Fishing Outfit.	Water Set, silver, gold lined.
3-mile	Promateur	Bicycle	Open.	$120 Cash.	$90 Cash.	$60 Cash. *Fourth*, $30 Cash.
10-mile	Professional	Bicycle	Lap.			[and oxidized.
1-mile	Promateur	Bicycle	World's Championship, 11th heat.	Diamond Stud.	Scarf Pin, diamond setting.	Biscuit Jar, decorated china, gold
3-mile	Amateur	Bicycle	Handicap.	Gold Watch, open face.	Pedestal Lamp, antique brass, tulip	Gold Watch Chain.
1-mile	Promateur	Bicycle	2.40 Class.	$100 Cash. [Medal.	$60 Cash. [globe.	$40 Cash.
5-mile	Professional	Bicycle	Open.	*Winner last heat*, Gold Watch and	*Winner fastest heat*, Fine Gold	*Fifth*, Lakin Cyclometer.
1-mile	Promateur	Bicycle	World's Championship, final heat.	Gold Watch Chain.	Stevens Bicycle Rifle. [Watch.	Seal Ring. *Fourth*, Traveling Bag.
1-mile	Amateur	Bicycle	Consolation.			

ENTRIES CLOSE SEPTEMBER 7, 1886.

All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary Springfield Bicycle Club, Springfield, Mass., U. S. A.

RACING MEN, SAVE YOUR STRENGTH

AS THE

FIRST ANNUAL CYCLING TOURNAMENT

OF THE

New Jersey Cycling and Athletic Association

Will be held SEPT. 30, and OCT. 1 and 2, on the Three-Lap Track, at

ROSEVILLE STATION - - - - NEWARK, N. J.

$2,000 in Prizes. For Amateurs, Promateurs, and Professionals.

A. C. U. Rules to govern. Address for particulars,

FREDERICK JENKINS, Manager - - ORATON HALL, NEWARK, N. J.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and promp attention to Cyclists.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BEST IN THE WORLD.



THE KELLOGG BICYCLE SHOE.

This shoe, which is just being put on the market, possesses all the advantages of any Bicycle Shoe made in the country. In regard to *style*, *workmanship*, or *material used*, we claim it is the best shoe for the purpose it is designed for of any in the country, as they are all hand-sewed. We make three widths—2, 3, and 4. In sending your order give size you wear, and the measure by inches around instep and ball. Every order must be accompanied with check, P. O. order, or registered letter. Our net prices are $4.00.

P. S.—We allow a liberal discount to dealers who wish to sell our shoes. Manufactured by

KELLOGG & EAGER . . Palmer, Mass.

FOURTH ANNUAL RACE MEET

Elmira Bicycle Club

At Maple Avenue Athletic Association Bicycle Track,

ELMIRA, N. Y., 6 SEPTEMBER.

1. **One-Mile Novice. Open for wheels weighing not less than 35 lbs.**
2. **One-Half Mile Dash. Open to all Amateurs.**
3. **Two-Mile, 6.50 Class.**
4. **One-Mile Dash. Open to all Amateurs.**
5. **One-Mile Handicap. Open to all Amateurs.**
6. **Two-Mile. Open to all Amateurs.**
7. **One-Mile Consolation.**

VALUABLE GOLD AND SILVER MEDALS IN EACH EVENT.

Admission, 50 Cents. No charge for Grand Stand.

We have the finest one-quarter mile track in the country, and can guarantee a good time.

The committee reserve the right to refuse any entry. Rules of the L. A. W. Racing Board to govern. No competitor will be allowed to ride appearing in an unbecoming uniform.

Entrance fee, 50 cents for each event, closing Sept. 4. Address entries to

H. C. SPAULDING, JR. - - - - ELMIRA, N. Y.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

The "QUADRANT," 1886.

ON THE PATH.

MINOR EVENTS OMITTED.

Milan.	*May* 16.	First Prize from scratch.	
Bologna.	*May* 30.	First Prize from scratch. First Prize handicap against bicycles.	
Voghera.	*June* 3.	First Prize from scratch.	
Dublin.	*April* 24.	First Prize, one-mile scratch, A. J. Wilson (North London T. C.), beating R. J. Mecredy (Dublin University B. C.), the Irish Champion, who rode a machine of another make.	**Wilson beats Mecredy.**
Dublin.	*April* 26.	First Prize, two miles scratch, Wilson again beating Mecredy.	**He does it again.**
London.	*May* 26.	Mecredy, on a "Quadrant," beats Wilson.	**Mecredy mounts a "Quadrant," and beats Wilson.**
Dublin.	*July* 3.	One-Mile Tricycle Championship of Ireland.	**The Irish Champion, on his "Quadrant" beats all England.**
London.	*July* 17.	N. C. U. Twenty-five Miles Tricycle Championship of the United Kingdom, R. J. Mecredy beating all comers, including previous holder of this championship.	

ON THE ROAD.

Smooth Roads. "An Extraordinary Performance — Mr. H. G. Priest rode a mile on his 'Quadrant' tricycle, at Biggleswade, on Saturday last, in 2m. 38s., etc., etc. For full particulars, see *The Cyclist*, June 23." — **Beats track record of both bicycle and tricycle, the latter by 17s.**

Brick Roads. "We had yesterday a road race along brick roads exclusively. All mounts were single 'Quadrants.' My younger brother won the first prize, a gold medal, covering the distance of 100 kilometres in 5h. 32m." — *Letter from Amsterdam, June 7.* — **Only "Quadrants" for brick roads.**

Up the Hills. "The Machine for Hills. — Mr. H. G. Priest succeeded in beating no less than eleven well-known bicyclists and tricyclists in a hill-climbing contest at Mucklow, near Birmingham, last week. He passed every machine on the hill except one bicycle, ridden by Terry, the Birmingham scratch man; and although delayed by a wobbling bicyclist, rode what is said to be the stiffest three quarters of a mile in England in the magnificent time of 6m. 45s. His mount was a 'Quadrant' Tricycle, and but for the delay, would easily have beaten Terry's time, — 10s. less." — *Bicycling News, July 2.* — **Beats the bicycles on the hills.**

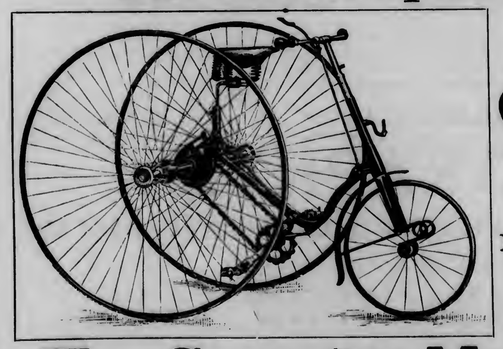
Ditto. "On the road, however, this youngster does as he pleases; and within a few days of possessing a tricycle of his own, he started off one morning and rode up Chingford Hill, Crouch Hill, and Muswell Hill. Not satisfied with this, he last Thursday rode up and down Muswell Hill *three times without stopping*, on his 'Quadrant' Roadster Tricycle, geared to fifty-six inches." — *Bicycling News, July 9.* — **Muswell three times without stopping.**

J. A. R. UNDERWOOD, Sole United States Agent, **DORCHESTER, MASS.**

THE

MARLBORO CLUB

The most Popular Tricylce made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, $4; Half Nickel, $4.50; Nickel, $5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

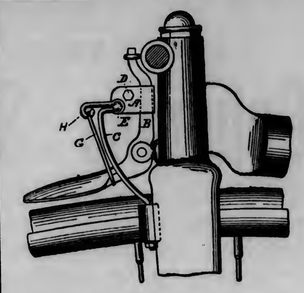
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 51, Winter Street,) Boston, Mass.

TREMENDOUS SLAUGHTER IN

BICYCLE * HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of **63** cents per pair, post-paid. Hose that are no better are sold everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

SPECIAL ANNOUNCEMENT.

No. 1.

THE

Columbia Safety,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT.

No. 2.

The unprecedented demand for the



Kirkpatrick Saddle

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 10 SEPTEMBER, 1886. | Volume XIII. Number 19.

RECORD BREAKING EXTRAORDINARY!

VICTOR W. A. RHODES, BICYCLE.

5 Miles in 13 m. 30 s.

LOWERS WORLD RECORD BY 27 2-5 SECONDS.

Aside from the rider's capabilities, the machine used must be

FAULTLESS IN ITS CONSTRUCTION!

to admit of such results.

VICTORS ARE BUILT FOR SPEED AS WELL AS DURABILITY.

FIRST { UP HILL. DOWN HILL. IN THE ESTIMATION OF OLD RIDERS.

CALL AND EXAMINE, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

"NEW RAPID."
TRUE TANGENT WHEEL.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it.

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO, MR. EDITOR!

I see by your paper last week that **W. H. HUNTLEY,** of the Nonantum Club, on his **54 RUDGE LIGHT ROADSTER,** is going to try to beat McCurdy's record for **24 HOURS,** and that **A. K. CHILD** and **H. D. COREY,** on a **RUDGE HUMBER TANDEM,** will try for a record also. I would just like to wager a trifle that some records will go, or something has got to bust. Keep me posted.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4268.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¾ x 6¾ x 4¾ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front **$22.50**

No. 2. For 4¼ x 5½ Picture, no Sliding Front **22.50**

No. 3. For 5x8 Picture, Sliding Front **27.00**

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 10 SEPTEMBER, 1886.

REMEMBER these dates: Sept. 11, Harlem wheelmen races, Manhattan grounds, New York. September 14, Springfield tournament, four days. Pittsfield, Mass., 10 September.

PACK your bag and go to Springfield and enjoy four days of glorious sport.

So the Cleveland Bicycle Club lost money on its races. Second-rate men may be pure, but they will not coax shekels from the pockets of the public.

DAISIE has written a story which Daisie says is charming. Modest, at all events.

Now it 's all settled the League goes to St. Louis next year. Well, if St. Louis is happy we are.

THE reports of the meeting at Buffalo consist chiefly in telling what was not done. Some of the best legislation consists in not doing, *a la* "Circumlocution Office."

To the *Globe* we say, the news that the A. C. U. would not accept McCurdy's record was not so old. The decision was only rendered by the racing board the first of last week. Try again, Brother Howard.

THERE is a grim jokelet in the flaming posters the Lynn men have decorated our fences with. The champions of England, Ireland, Australia, and everywhere else, are listed, but they won't compete, and "'tis a pity, good masters."

MR. FOSTER, the "pure amateur," that Bob Neilson is going to bring out, is said, by those who know, to be as speedy as the best of them. We are indeed glad that all our talent is not confined to the promateur.

Too many records going in England, gentlemen! Really we must begin to doubt and discredit these weekly announcements,—"it's English you know"; no, we do the English injustice, we meant to say, "It is Hillieritish," if we may be permitted to coin the word that fits.

THE Springfield Club has asked the A. C. U. to sanction a special race between the winning amateurs, promateurs and professionals, three from each class. We cannot see the slightest objection to such a race under special sanction, and it would be mighty interesting.

WE have exhausted our stock of adjectives for records. Wonderful, marvellous, phenomenal, etc., *ad lib, ad nauseam*, have been prefixed to "records" which subsequently appeared quite ordinary. Now we absolutely refuse to enthuse at anything with record-breaking line.

The latest gossip from Springfield reports a split in the Columbia team. Without wishing any one ill we would not be sorry to see the promateurs divided about a bit.

KENNEDY CHILD, he of the eloquent tongue and yellow sash of the Ripley Road club, opened the flood gates of invective at the Morgan supper the other night and, so we are told, gave Lacy Hillier a terrible tongue lashing. This, we believe, is not the first time Mr. Child has expressed his opinion of Mr. Hillier, though it may be the first in this country.

As will be noted elsewhere, the English fifty-mile tandem and bicycle records have both been cut into on the same day, at the same time, and over the same course. It is interesting to note what an exchange says "He (Alf. Fletcher on a rear driving safety) kept with them" (the tandemons) all the way, sometimes, however, leaving them a good distance behind on the bad road, but he would again be caught when the surface was good for the three tracker." There is food for reflection in this for our wheelmen who live where the roads are not good.

THE list of the men in training for the fall tournaments published by an exchange, sounds just like a dime museum announcement. Here is Woodside, the "Champion of Ireland," a stale chestnut; Fred Lees, the "best all-round rider of the world," — good for Fred. C. E. Kluge, "last year's phenomenon," and T. Battensby, "England's fast man," help eke out the list; while Fred Foster, "Canada's dark horse," and Jack Keen, "England's old war horse," form the equine part of the show. "For further particulars see small bills"; or, as Mr. Vincent Crummels in Nicholas Nichleby used to say, "Real pump! — Splendid tubs! — Great attraction."

WHEELING, about the brightest of our English contemporaries, is in favor of the abolition of the amateur definition. It says "The whole sentiment of amateurism is to our minds visionary and impossible" and further goes on to show that wheelmen are not of the moneyed class but of the plain ordinary people who know the respective value of pounds, shillings, and

pence and the empty title of amateur. There is sound truth in this, and we have been brought to realize how absurd the rule is, that is clung to so fondly, by its enforcement. Dr. Blackham's stock is looking up.

IN commenting on the ungentlemanly conduct of some wheelmen, *The Ingleside* says: "As we remarked, wheelmen are the same all the world over."

Taking a view of wheelmen from this standpoint, we must protest. Wheelmen, as a class, compare favorably with any. The objectionable caddish element we believe is small, but it is an unfortunate fact that one or two cads in every hundred or so, make themselves "onpleasantly" conspicuous. The only thing to do is for the decently disposed to sit on these fellows hard.

SINCE our School street contemporary confesses that "boiled down" articles are most appropriate for its limited space, it ought not to misrepresent those writers who seek in our ampler columns the justice denied them in its own. We gave considerable room, a fortnight ago, for Karl Kron's showing of the *Cycle's* "bad journalism" in refusing to print in full the letter which Mr. L. H. Johnson, the best-known rider of the Orange region, wrote in reply to the attack which the president of his club made upon K. K. and himself in the *Cycle*. That paper now affects to ridicule K. K., as being "incensed into passion" by its refusal to print his own pages. This is quite untrue, as any one may see who cares to read his entirely good-natured letter in our issue of 27 Aug., that his own pages were of very slight consequence, but that Mr. J.'s certainly deserved a fair show.

Newcastle, Pa., News.

WE feel O K here over our first real attempt at a race meeting, and so it is intended to go in solid for another meet in a year from now. Indeed the first step has been taken, and the bicycle grounds have been secured for another year. We have a fine track, but we will make it the best in the State. Lawn tennis courts are to be added and the ball grounds put in better shape. Newcastle has had a taste of bicycle racing and they like the flavor, hence a firm determination to repeat the dose. C.

ROWE and Hendee are in excellent form, and when they meet at Springfield wonderful time ought to be the result.

Manhattan Meanderings.

A NUMBER of Gothamites trained it to the new Roseville track last Saturday, to witness the Orange Wanderer's race meet. A walk through the "Post and Paddock" revealed a number of well-known Manhattanites. There was Schwalbach of the K. C. W. known to fame as an apple-pie-order race meet manager, with keen eye of criticism. Cheek by jowl stood F. L. Bingham, whose eyes were saucer-like, in his efforts to get points for the race meet of the Harlem Wheelmen, the burden of which rests on his shoulders. Then there was Harris of the Ixions who manipulated a stop watch instead of a bicycle "on this occasion only." Then there were the Baird Brothers; George, reporting for the *Bulletin*; Ed., racing for his club, and W. T. doing the general supervision act.

THE Orange Wanderers had offered elegant prizes, had attracted a good entry list, with just a little quality, and had billed the whole neighborhood with flaming lithos. Yet the crowd was not very large. Probably the high price kept many away. As this was their initial meet, criticism is disarmed, but the Orange Wanderers might have kept the track clear, and they might have run the races more promptly. But all this will come of experience.

AN ingenious member of the Harlem Wheelmen has discovered a method of recognizing his club mates on the road at night. He has pasted on the inside of the glass plate of his lantern, an inch broad strip of green paper, which is the club color. All the clubs have distinct club colors, and it is proposed that they follow the example of the Harlemites, and thus enable the various clubs to distinguish each other's members.

A GENUINE sporting match was decided over the Irvington-Milburn ten miles course last Tuesday. It was a match race between C. A. Steuken of the Hudson Company Wheelmen, and E. P. Baird of the Orange Wanderers. Both clubs contributed towards purchasing a gold medal for the winner, but so sure were the Hudson Company Wheelmen that their man would win, that they put in an extra sum. The start was made at 7.30 A. M. The race was pretty well contested all the way, but Baird drew away towards the finish, and won in 37.01½, Steuken, 38.58½.

THE Harlem Wheelmen's race meet which comes off next Saturday at the Mahattan grounds, promises to be a great success. The secretary reports an entry list of 102, and with good racing, good weather, and with Cappa's band as a savage soother, an enjoyable afternoon may be put in at these races.

THE Ixion Club is about to open its new billiard room, probably with a concert, next Saturday evening, by the club orchestra. The room selected for the wooing of the fickle goddess is a large front one, up on the third floor. A buffet, or a *bouffé*, as the boys pronounce it will be put in, so that exhausted billiardists may refresh themselves.

TITNAM.

Springfield Sputterings.

As I surmised last week, Mr. Ducker has finally admitted that there are to be no Englishmen at the fall tournaments this year, excepting the professionals. The matter, however, is taken more philosophically than any one would have expected; in fact, the Springfield boys are rather cheerful, and seem to think that "there are just as good fish in the sea" as any that the Atlantic would bring to them. Besides, Ducker is hard at work devising novelties. The latest scheme is to ask the sanction of the A. C. U. for a grand one-mile contest between the fastest representatives, respectively, of the amateur, promateur, and professional classes. Present indications are that the sanction will be granted, and that patrons of the Springfield tournament will be given a chance to witness a contest between Hendee and Howell*, — those two men, in my opinion, being the fastest of their respective classes.

* Howell will not be here. — ED.

I UNDERSTAND that the rivalry between Rowe and Hendee is fast coming to such a head that each is anxiously awaiting the opportunity to meet in a race and have it out. It is common report hereabouts that the feeling is akin to jealousy of each other's prowess. This same jealousy is also said to extend to their trainers. However that may be, it is notable that whenever either does a particularly fast spin, the other immediately sets to work to better it.

I HEAR that the "grind," recently published concerning a fresh young captain of Binghampton, had a wholesome effect, and has resulted in the young man's resignation from office. Glad to hear it. Ridicule is none too severe a remedy for such nincompoops.

I SUPPOSE people are interested to know how Ducker takes his defeat on the mail votes. Very coolly. He says he has too much tournament on his hands now to take action, but after tournament, — well, the bigbugs better look out for him. I believe several explosions are to take place. Earthquakes and dynamite are

Ducker's weapons, and he is apt to use them reckless of consequences.

TALKING about revelations reminds me that Ducker says he "could a tale unfold" anent the A. C. U. L. A. W. deal that would not only deal with the truth, the whole truth, and nothing but the truth, but would make some people wish others didn't know quite so much.

THE Springfield Club is thinking of presenting the *American Wheelman's* version of "The Mikado" as an afterpiece for their minstrel show. The only hitch would be in securing the full cast of characters. My! but wouldn't it draw a houseful?

RUMOR has it that Kluge is dissatisfied with the Star folks; that they won't make satisfactory terms with him. Somebody whispers that McCune would like him to push the "Cyclone" into fame and prosperity.

MANY are the conjectures regarding the dropping of Knapp from the Columbia team. As near as I can figure it, Knappy is young and chafes under too rigid training. It is said he used to slip out nights and take a moonlight stroll with a fair one who is quite smitten with him.

THINGS I would like to know:

Who will win the International one-mile?

Who will be declared the world's champion?

Who will participate in the Hartford love feast?

Will Aaron be there? Will Beckwith? Ducker? Bassett? "Charter Oak"? "H."? and all the other newspaper and pen and ink belligerents?

Who is the faster rider,— Billy Hendee or George Rowe?

If the Victor team is appropriately named?

Or will it be "Hail Columbia"?

If you are not disgusted with these idiotic questions?

If not, I know somebody who is, and he signs himself

THE IDLER.

St. Louis.

All other events are forgotten in preparation for the coming parade and following festivities. The trip to the Arcadia Valley is off, and a round trip over the De Soto road will be taken by the toughs instead. A general meeting will be held next week, to perfect arrangements for the parade, and to adopt a standard illuminating device. The *Bulletin's* hurtful squib on parades is unfavorably commented on. E. M. Brewster has resigned the secretaryship of the committee, originator Hicks taking his place.

Discussion waxes warm on the uniform question, and all agree that the League should appoint local tailors, especially the new members. At present it takes a month or over to obtain the uniform.

Whittaker rode sixty-one miles in 3.48 on the Clarksville Belt, a gait three minutes under the present fifty-mile record.

A man more inclined to take things into his own hands than Chief Consul Rogers never was; but his actions are generally endorsed in the end. The bold scheme for passing a bill changing the system of road taxation is his.

"Westerners blow their horn," etc. Percy Stone's performances on East justify the blowing. Hart, the Ramblers' favorite, feels sore that he can not go east. He claims that the narrowness of the Cleveland track and the number of riders prevented him from having a fair show at Rich.

Recently the editor of the *Bulletin* deprecated the Sunday meeting called by the Missouri chief consul, who immediately invited the editor to go somewhere. The *Bulletin* and *American Wheelman* are now at loggerheads. See?

I asked Ladish how he came to write the "Mickey-Doo." He replied that he started it the evening before going to press, in a fit of sarcasm, and getting interested finished it that evening. Would it not be a card at the next meet, with the principals in the rôles?

Relative to "Charter Oak's" statements, Ladish claims to have proof that Messrs. Bassett, Beckwith, Gulick, etc., met in New York on the date named, and that the basis of Aaron's argument is the fact that it was not a meeting of the executive committee.

C. F. A. Beckers captured a young cub in New Mexico, and it has been adopted by the Missouri Club. Its name is "Bike."

J. W. Neill, consul at Mine La Motte, starts to-day on a tour to Quincy, Chicago and Milwaukee. BREVITY.

4 SEPT., 1886.

Burnham sprained his wrist by a fall the other day not much hurt.

Howell's movements are a puzzle. Last week we had it from a dozen sources that "Howell had sailed." A cablegram is now received, saying he will not be here. This leaves Wood for our pros. to tackle.

A. P. Engleheart on the Coventry track, 27 August, made 20 miles in 59 27, on a Kangaroo Safety. This is record for that style of machine. BREVITY.

Millbury (Mass) Mem's.

As I am an interested reader of the WORLD, and a rider of the wheel, I thought just a few words from this place touching a few matters that interest all wheelmen alike, might not be out of place. We are a lively town of five thousand inhabitants about six miles from the "Heart" (Worcester,) and the road between the two places is simply perfection, level, smooth, and hard, it is just the place for a "brush," and almost any pleasant evening a goodly number of riders can be seen enjoying a spin. As yet we have no club here, though there are something over twenty enthusiastic, and some of them skilled wheelmen. It is safe to say, however, that the bicycle fever was never more apparent in this town than the present season. Many new machines have been bought, and new riders are constantly coming forward. Among the different machines are to be found all of the leading makers. Among our riders, and one whom we expect much in the future, is Wm. W. Windle, whose good style of riding combined with great speed took first prize at the race in Worcester recently. Now, if any cyclist wishes to "take a whirl" with any of their "country cousins," we cordially invite all such to spin from Worcester to Millbury and we will meet them, blow our whistle, shake, and treat 'em like princes. W. B. S.

Chicago.

THE Illinois contingent of the L. A. W. tour leave *via* the Michigan Central to-night, for Buffalo. The party, so far as known up to the present writing, consists of B. B. Ayers, Tourmaster, E. H. Wilcox, Secretary *pro tem*, instead of Ned Oliver, who was unexpectedly detained by business; A. M. Hinkley and M. P. Warner, all of this city. Peoria furnishes a Mr. Wolcott; and Chas. S. Vale and C. F. Hansel, of Springfield, completes the list, and makes a very respectable showing for this State, we think.

The Chicago Club managed to have a pretty good time at Peoria last week if it did rain all day. They only rode about six miles and got wet at that, but the landlord made life pleasant indoors and the fellows are seldom at a loss as to how to make time pass. Coming home Sunday night they monopolized a half of a sleeping car and kept the fun a-going all night, sleeping being utterly impossible, as there were a half a dozen large syringes in the party.

THE Interstate Exposition opened its doors to the public last Wednesday evening for the eleventh time. It is pretty well filled up with exhibits, among which the sporting interest is not very well represented. Maynard does a little something with Stars and Apollos; the St. Nicholas Toy Company, have a very fair display, while Gormully and Jeffery, who had a pyramid of some two hundred wheels last year, have only about twenty in their exhibit at present.

MR. R. PHILIP GORMULLY arrived in Chicago last Friday morning, much improved from his two months' outing abroad. In response to my question as to how trade was, he remarked, "Well,

I did n't go to England with any business intent you know; spent most of my time hobnobbing among old friends and relations; went on the continent and to Paris, and devoted myself in fact to getting a recreative rest. Of course, I was up to Coventry and had a look at the trade there, and also took some pains to inquire into the condition of the retail trade in London. I read the interview in THE WORLD with Col. Pope last week and was surprised to see that it was exactly what I had told Jeffery, so you have my opinion in that. As to machinery? No they are not up to us there; we have more mechanical improvements than they, but they are getting them as fast as they can and don't intend to let us leave them in the future. Mr. Gormully came home *via* the Allen line to Quebec and spent a week with his brother in Canada before returning to business.

VERAX.

Old Country Talk.

THE records have fallen this past week like corn before the sickle. On the new Long Eaton track, of whose excellence I have already written in these columns, Gatehouse and Furnivall have been making worlds records on the "Humber," at a rate almost incredible. The two men have been training at Long Eaton for nearly two months, Leeming, their trainer living with them, and it is really a credit to the economy of our young men amateurs that they are able, from a pure love of sport, to keep a trainer and afford these expenses. Be this as it may, the feats they have accomplished, are marvellous, and here they are — passing over intermediate record breaking.

ON Tuesday, 24 Aug., Furnivall, led by Synyer of Nottingham, and Gatehouse, placed to his credit and that of the Beeston Humber bicycle, the following records:

	Min.	Sec.
¼ mile		37
½ "	1	0⅝
¾ "	1	51⅝
1 "	2	30

This time, of course, knocks out Howell's world record of 2 31⅛, and establishes Furnivall at the head of the bicycle racing of the present day. Soon after putting on these times, Furnivall rode a flying quarter in 35⅛.

Gatehouse on the Monday, had beaten the 20 miles tricycle record by no less than 8 20⅘ and on the Tuesday, went for the short distance, times recording as follows:

	Min.	Sec.
¼ miles		40
½ "	1	19
¾ "	2	0
1 "	2	41⅝

THESE are world records and upset Allard's time for the mile made on the "Marlboro Club," viz. 2.45⅘, on 21st. inst.

ON the Thursday following, Gatehouse mounted to put on a record for the hour-tricycling. Pace was made by Cripps, Roberts of Sheffield, Jack Lee, Furnivall and others, and travelling grandly the Cambridge man broke the first record at two miles, doing 5. 37⅝. From this point to the finish, records went at every mile: five miles, 14. 27⅝; ten, 29. 26⅛; fifteen, 44. 23⅘; twenty. 59. 10⅝; and when the hand stopped at the hour, the distance ridden was 20 miles 460 yards, 6 ins., a truly remarkable performance. The times were taken on Tuesday by W. W. Alexander, Midland timekeeper to the A. C. U., and on Thursday by G. P. Colman, London ditto.

ON this fateful Tuesday the 50 miles road record for all classes of machines, was knocked out by Sidney Lee of the Ripley Road Club, who drove a Marriott & Cooper Humber tricycle over that distance of the North Road, in 3. 9. 36., while on the Saturday previous, this same Sid Lee with Dr. Turner, also of the R. R. C., rode a tandem over the same distance, in 3. 9. 55⅛, beating the famous record of C. E. Liles, and A. J. Wilson.

I AM in a position to give you first notice that after a prolonged struggle in the ranks of the N. C. U. Executive, the party of progress has triumphed, and you may hear shortly of wholesale suspension among our amateurs. The situation has gradually become intolerable; and the pressure of public opinion, brought to bear by *Wheeling*, which has pointed out week by week the hypocrisy of the Union's attitude in its connection with the A. C. U., has at last forced the executive to move. Nothing is publicly known as I write, but a number of recent record breakers will certainly be suspended.

THE party in favor of the abolition of the amateur definition is rapidly gathering strength, and it is more than likely that either the lead of the A. C. U. on separating the promateurs will be followed, or total abolition will settle the difficulties of the situation.

NONE of our so-called amateurs will race in America this autumn, thanks to the Union's program. It has been said that the disclosures as to value of Springfield prizes, made by *Bicycling News*, have prevented many men from going; but the memory of "Hillier's Folly," as I heard some one call the record agitation of last autumn, is still green among us, and men here think more of Webber's vindication of his prizes than of Hillier's second-hand reports of what Furnivall told him.

G. P. Mills of the Anfield Bicycle Club has now formally established his title to be considered the champion long-distance rider of Britain. I will not say the world for fear of hurting your susceptibilities. His remarkable ride from Land's End to John O'Groats by bicycle has been followed by the extraordinary record of 5 days and 10 hours for this 860 mile journey by tricycle. Mills rode a "Beeston Humber Cripper" and on his way encountered most unfavorable weather, so bad indeed at the start that J. R. Marriott who started soon after the bicycle record, retired as did James Lennox. The latter, was however, seized with sudden illness and has started again this week.

IT is evident that an epidemic of record breaking is upon us and the composure with which these times are accepted by the ban dogs who bay their loudest at American times, is a satire upon our press, or rather that section of it which the WORLD has lately so severely castigated. Any unprejudiced man who compares the much-abused Springfield records with those lately made in England, must be struck with the insolence of the attitude assumed by *Bicycling News*, or rather by its editor, Lacy Hillier, for, with the exception of one or two insignificant exceptions, the journalists of the Coventry Ring have long since accepted the American times. If some of the records which have lately been claimed in England had been claimed in America on similar timekeeping, the cantankerous egotist in question would have had for once fair reasons for jibing. It seems however to many men on this side that the American papers have an exaggerated idea of the importance of Mr. Lacy Hillier's utterances. You may rest assured that his following is a very small one, and diminishing daily. International snobbery, as manifested by the pen of a small stockjobber, in an unpopular cycling paper, is as offensive to English as to American eyes; and if American wheelmen will reflect that the man who prostitutes a paper to air his malice against America, is, after all, a very poor journalist, a very ordinary Stock Exchange operator, and merely a figure head and "slater" to the paper, which a boy at Coventry really edits, they will estimate his remarks at their proper worth.

THE BARD.

LONDON, 28 AUG., 1886.

THE Racing Board, the dear old sentimentalists, must feel proud of their work. Their big hearts must be filled with gladness as they contemplate what they have done. They have so purified the sport that it is as insipid as distilled water. But it is pure.

* * *

GEO. E. WEBER climbing Corey-Hill Cyclists who want a good picture of this great rider on the road, should send fifty cents to the Cycling Photo Company, 176 Tremont street. The picture shows Weber in the act of climbing Corey Hill in the contest 27 May.

THE RUDGE HUMBER
TANDEM.



202 MILES IN 24 HOURS.
By W. H. HUNTLEY & H. D. COREY.
SEND FOR CATALOGUE.
TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.
152 to 158 Congress St., Boston, Mass.
NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

WE WILL ABSOLUTELY GUARANTEE

THE ✣ AMERICAN ✣ SAFETY

TO BE THE

Easiest Running Bicycle in the World!

AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL, TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine, because they know it is the best, and therefore the mount for their personal use.

Dayton, Ohio, Aug. 13, 1886.

Messrs. Gormully & Jeffery.

Dear Sirs:—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have, for the last five years, been riding an Expert, but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount. Very respectfully, A. W. GUMP.

Indianapolis, Ind., May 6, 1886.

Messrs. Gormully & Jeffery:—Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly, C. F. SMITH, Mgr. Indiana Bicycle Co.

New Haven, Conn., June 3, 1886.

Messrs. Gormully & Jeffery:—The 42-inch Safety has arrived and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON, Pres. and Treas. Am. Bi. Co.

The last edition of our Catalog, printed in July, and containing detailed descriptions of this and of our other excellent Cycles, mailed FREE.

GORMULLY & JEFFERY,

CHICAGO, ILL.

News and Opinions, in Brief.

LET's see. It is about time the Renton-Beckwith matter be postponed again.

* * *

SPEAKING of law matters, what has become of Potter's claim against the Lynn Club? We suppose this will mull along, as is the wont of some lawsuits.

* * *

A BOSTON daily, notably inexact in cycling matters, gives the reason why no action will be taken by the A. C. U. against Corey, and showed an utter misunderstanding of them.

* * *

"HOWARD," not the great journalist, Joe Howard of New York, but Boston's own newspaper man, Charlie Howard, has transferred his ink spilling from the *Wheel* to the *Bulletin*. We are sorry for the *Wheel*, and we congratulate the *Bulletin*.

* * *

THE good people of Danvers have formed an association for improving and beautifying the streets of their village. If there are any wheelmen in Danvers, let them encourage this move, and keep the association from becoming an impotent old do-nothing fossil.

* * *

WHAT with cyclones in the West, earthquakes in the South, another wheel paper besides the WORLD in Boston, and no English racing men over here, life is really not worth much.

* * *

THE Brooklyn Bicycle Club now give "At Homes" every Wednesday evening. Having "a card" we shall take the first opportunity of dropping in on the boys.

* * *

"LITTLE RHODY" may be small, but she is to be congratulated on having a live get-up-and-get League Division.

* * *

TWO Memphis, Tenn., boys have been trying to cover one hundred miles in a day over local roads, but failed.

* * *

WEBER was undoubtedly one of the squarest men who ever raced, and one of the most popular; every one liked George.

* * *

THE road races of the Massachusetts Club have been set for an early date in October.

* * *

OWING to ill health, W. L. Surprise has sold the *Southern Cycler* to the *American Wheelman* of St. Louis.

* * *

RULE H will remain, racing and the L. A. W. will not part company, and Ducker will not be reinstated.

* * *

THESE are the results of the mail vote issued to the Board of Officers. It was no close vote either, but by a "big majority."

CALIFORNIA Division has a road book. Let Massachusetts think of this, and blush.

* * *

LAST Friday we were favored by a call from Mr. E. L. Miller, of New York, representing *The Wheel*.

* * *

THE *Cyclist* has our sympathy and support in opposing, tooth and nail, *record breaking* and *racing* on Sundays.

* * *

WE are aware that the Continental idea of making Sunday a gala day, prevails in some parts of the United States, especially West and South.

* * *

THE majority in this fair land of ours however, have a repugnance to any such use of Sunday. Quiet riding or touring by no means excites this natural opposition.

* * *

Outing will illustrate the Springfield Tournament.

* * *

BAD season for English pros: Woods' accident at Long Eaton laid him up for a few days, but now he is all right.

* * *

GREAT news from England. In our "Old Country Talk" letter, "The Bard" tells us that the N. C. U. has been forced to move in the Amateur question, and that early advices will tell of the suspension of some of their most prominent "Amateur" (?) record breakers.

* * *

OUR patrons should not miss reading "The Bard's" English letter this week, all the way through. It is rich, rare, and spicy, and gives a good estimate of Lacy Hillier, Esq. and his paper.

* * *

BOB ENGLISH has ridden his last amateur race. Hereafter he will appear in the ranks of the professionals.

* * *

ON the resignation of Captain Ford of the "Cits." (New York) Bicycle Club, First-Lieutenant Smith was elected to fill the office.

* * *

LAST Friday, Corey and Childs rode ten miles on Rudge Humber tandem in 41 minutes. Peck and Perry of Massachusetts club checked and timed them.

* * *

LOWNDES is a well-known pathman and held the fifty miles record until lately, when it was beaten by Lee.

* * *

THE Lynn Club will not accept the offer of Hon. J. N. Buffum, to build them a club house. Just at present the club do not wish to take on any further responsibility.

* * *

THE eighteenth meet of the Essex County League will be held on Salem Common, to-morrow, at 10 A. M. A run to Lynnfield, and a dinner at that place completes the programme.

The "Edith" Catastrophe.

IT will be remembered by Boston wheelmen that on Saturday afternoon, Aug. 29, the yacht Edith, containing Charles S. Willis, and four others, while sailing in the harbor, was run down by the steamer Chatham of the Baltimore line, and Mr. Willis was drowned. He was one of the founders of the Suffolk Wheel Club, and Vice-President of the Club at the time of his death. He was an open-hearted, jolly fellow, much liked by his associates, and leaves a large circle of friends who mourn his untimely end

Geo. E. Weber.

Editor Bicycling World: — At a meeting of the Clarksville Cycle Club held last evening, the following resolution was passed and a copy ordered sent to the WORLD for publication.

Whereas, An all-wise Providence having taken from our midst, by the hand of death, a valued and highly respected member of the cycling fraternity, we, the members of the Clarksville Cycle Club, do hereby wish to express to the family of the deceased our most sincere sympathy for their great loss, and do feel by the death of George E. Weber that we have lost a personal friend, and that the fraternity has lost a most valued member and one who has endeared himself to all his acquaintances by his gentlemanly bearing. Fraternally,

E. A. CLIFFORD, *Sec'y.*

CLARKSVILLE, MO., 31 August, 1886.

Lynn Lines.

IN the streets, in the offices, in the shops, and at home, all the talk is about the Lynn tournament. The opinion obtains here that when our boys make up their mind to do anything they just climb down to business and "get thar." A year ago who would have thought of a track in Lynn? Only a very few had, and they were Lynn lads, a-scratching their heads and thinking how the desired end could be accomplished. Well, you can see for yourself what the head-scratching has brought forth; *i. e.*, as fast a track as there is in the world. The management have gained big experience in running meetings, but they have nothing to apologize for so far. Three successful race meets have been given; still the boys are yet willing to learn, though now they properly claim to have graduated. Certainly, time and money have been freely lavished to make the thing go, and *go it will*, don't you forget that. The surface of the track is now *perfect;* it cannot be made better. We have quite a gang training now, notwithstanding so many have flown temporarily to Hartford and Springfield. Everything is being spruced up and put in state at the track. Contracts have been let out to build a grand stand to seat 1,500 people, to be completed by 20 September. So, you see, we are up and doing. C.

LATEST English exchanges report the arrest of M. J. Lowndes, on the charge of bigamy.

Report of the L. A. W. Meeting at Buffalo, N. Y.

THE Board of Officers of the L. A. W. held their annual fall meeting at Buffalo, 3 September. Present — President N. M. Beckwith, of New York; E. M. Aaron, secretary-editor; Chief Consuls A. B. Irvine, Indiana; George R. Bidwell, New York; John A. Wells, Pennsylvania; Representatives: J. P. Vaughn, Pennsylvania; W. I. Harris, Boston; W. T. Williams, Connecticut; A. F. Peck, Detroit, Mich.; C. G. McCullogh, New Jersey; J. M. Tryon, Ohio; G. P. Holly, Pennsylvania; Geo. H. Gulick, C. K. Alley, New York City; Gerry Jones, Binghamton; Geo. E. Blackham, Dunkirk; C. H. Luscomb, Brooklyn; W. S. Bull, George Dakin, and C. S. Butler, Buffalo; R. Thompson, Rochester.

In addition to their own votes, these gentlemen represented about seventy proxies.

President Beckwith submitted a list of representative appointments which were confirmed in the New England appointments, and are: A. E. Pattison, E. G. Whitney, E. H. Foote, A. W. Dyer, W. M. Pratt. John Ainee, John S. Webber, W. H. Emery, E. K. Hill, representatives; and H. W. Hayes, chief consul for Massachusetts; T. S. Rust, William A. Hurlburt, C. H. Norris, and Walter E. Paine, representatives from Connecticut; Rev. J. H. Day, representative for Rhode Island.

Secretary Aaron made an exhaustive report, showing that the total membership of the League was 9,676, a gain of 50 per cent. in one year; cost of the League bulletin for 17 weeks, 160,650 copies, $4,914.96; receipts, $4,324.88; net cost, $590.08, a cost of nineteen cents per member. The last balance on hand, per treasurer and secretary's report, is $1,757.60.

The Executive Committee, through Mr. Gulick, reported that they had found that the accounts of the secretary's office were kept in a way requiring change, the committee had sent an expert, Mr. Veazie, of New York, to Philadelphia, who had inaugurated an entirely new system of bookkeeping. He had found everything right financially and all monies accounted for. Under the new system but a very short time was required to take off a statement of the finances of the League. The committee recommended that the League be incorporated.

The Racing Board, through Mr. Jones, presented a voluminous report, which was received and filed. It recited some ancient as well as modern history, and was received with applause.

The committee to count the recent mail vote reported on the vote to change the constitution, yeas, 19; nays, 81; on the vote to request the Racing Board to rescind rule H, yeas, 21; nays, 78; on the vote to reinstate certain expelled racing men, yeas, 15; nays, 85; on the vote to abolish all reference to racing in the League by-laws, yeas, 15; nays, 85; on the vote to sustain Henry F. Ducker's appeal against the decision of President Beckwith in removing him from the office of chief consul of Massachusetts, yeas, 9; nays, 87.

The report of the Committee on Rules and Regulations was presented by Mr. Harris, of Boston, who explained that while the report was a minority one, Messrs. Clapp and Butler of the committee agreed substantially to everything in the report save the plan of a popular vote for president and a yearly election of secretary-editor. It was decided to recommit the report with instructions to try and submit a majority report at the February board meeting. Mr. Luscomb's amendment to the by-laws, giving State divisions the right to make regulations regarding the method of apportioning, casting and counting the vote for chief consul and representatives, was adopted in spite of Secretary Aaron's earnest appeal for the adoption of a substitute scheme proposed by him. Finding himself beaten, he gave notice of a mail vote on his substitute.

Dr. Blackham made a futile attempt to pass a resolution directing the secretary-editor to open the *Bulletn* to the discussion of the merits of various wheels.

A committee was ordered, on motion of Mr. Aaron, to try and induce manufacturers to adopt a uniform thread for all nuts and bolts used on machines.

The invitation of the Missouri division to hold the annual meet in 1887 at St. Louis was unanimously accepted.

Dr. Blackham then introduced a set of resolutions reasserting the supreme jurisdiction of the League over racing, refusing to divide said jurisdiction, instructing the Racing Board to ignore the action of any organization claiming to affect the amateur standing of any wheelman, and instructing the board to restore to his standing any amateur suspended by reason of the pretended action of any outside organization.

Dr. Blackham referred to the A. C. U., N. A. A. A., and kindred associations as organizations with lots of initials but no clothes. The resolutions were drowned under a vote of 42 to 19, and the doctor at once gave notice he would submit them to the ordeal of a mail vote. The principal opposition was based on the ground that the resolutions conflicted with the by-laws. The executive committee was directed to incorporate the League if they deemed it advisable. The expenses of Dr. Beckwith and Mr. Gulick in the Renton case were ordered to be paid by the League. The board then adjourned. H.

RACING NEWS.

INDIANAPOLIS will spend $2,500 in prizes for their tournament, 27, 28 September.

ST. LOUIS will send a professional to Springfield in the person of a party by the name of Hopkins.

A. R. COLEMAN won a fifty-mile road race, 3 September, over roads in the vicinity of Red Bank, N. J.

'TIS said that Knapp will not hereafter race under the colors of the Pope Manufacturing Company.

PROVIDENCE, R. I. — First annual races of the Rhode Island division L. A. W., Narragansett Park, Tuesday, 21 Sept., 1886, at 1 P. M.

THE Springfield track is the holder of more bicycle records than any ten tracks in the world, and the Springfield Club looks for a still further lowering of them at the coming tournament, 14-17 September.

BUFFALO, 4 August, L. A. W. meeting.

One-Mile, Novice. — Open for wheel weighing not less than thirty-five pounds. H. O. Kittinger, Lockport, (1); time, 3.00 1-4; Will G. Schack, Buffalo (2).

One-Mile, Open Race. — H. P. Davies, Toronto (1), time, 2.48; S. T. Hollingsworth, Russiaville, Ind. (2).

Three-Mile, Handicap. — H. P. Davies, Toronto; time, 8.57 1-4; P. J. Dukelow, Rochester (2).

New York State Championship. Half-Mile. — H. S. Kavanaugh, Cohoes (1); time, 1.20 3-4; C. A. Glanz, Buffalo (2).

W. F. Barber attempted to lower the unicycle record of 3.51; resulted in his doing it in 3.37 1-2.

Championship City of Buffalo. — C. A. Glanz (1); time, 2.55 1-4; John B. Milley (2).

New York State Championship. Two Miles. — H. S. Kavanaugh, Cohoes (1); time, 6.01 1-2; E. H. Gamble, Batavia (2).

One-Mile, 3.10 Class. — A. M. Montgomery, Lockport (1); time, 3.08 3-4; P. J. Dukelow, Rochester (2).

L. A. W. Championship. Five Miles. — S. P. Hollingsworth, Russiaville, Ind. (1); time, 15.23 3-4; H. S. Kavanaugh, Cohoes (2).

New York Championship, One-Mile Tricycle. — A. E. Schaaf, Buffalo; time, 4.15; W. S. Campbell, Niagara Falls (2).

The final event was the one-mile consolation race, in which E. P. Cochran of Le Roy, and C. J. Conolly of Rochester, were the only entries. Cochran had the best of the race from the outset, keeping the lead from wire to wire, and winning in the time of 3.05.

Officers: W. Malon Beckwith, referee; Geo. R. Bidwell of New York, John A. Wells of Pennsylvania, and A. B. Irwin of Indiana, judges; J. H. Addington and C. S. Butler of Buffalo, and M. F. Schafer of Rochester, timekeepers; Dr. Tyler of New Rochelle, official handicapper.

TROY, N. Y., tournament, 1 September. Results:—

One Mile, Novice. — J. W. McKee (1), 3.12 2-5; B. Billings (2).

Two-Mile, Championship Rensselaer County. — A. F. Edmans (1), 6.37 3-5; G. R. Collins (2).

Half-Mile, Dash. — J. R. Rheubottom (1), 1.28 3-5; H. P. Cole (2).

One-Mile, Star Wheels. — A. L. Arthur (1), 3.57; A. H. Newton (2).

Two-Mile, Open. — J. R. Rheubottom (1), 6.12 2-5; A. F. Edmans (2).

One-Mile 3.15 Class. — G. R. Collins (1), 3.11 3-5; W. J. Wyley (2).

Three-Mile, Open. — E. P. Baird (1), 9.54 2-5; A. F. Edmans (2).

Mile Team, Albany v. Troy. — Troy team (1), 14 points; Albany team (2), 7 points.

One-Mile, Open. — E. P. Baird (1), 3m.; G. R. Collins (2).

Three-Mile, Troy Club Championship. — J. R. Rheubottom (1), 10.49 3-4; A. F. Edmans (2).

One-Mile, Consolation. — F. C. Cole (1), 3.24 4-5.

Owing to an accident in this race in which three of the contestants were thrown, only one man finished. The track was very rough, and a high wind prevailed, hence very slow time.

The officers of the day were: Referee, H. E. Hawley, of Albany; judges, F. P. Edmans; W. L. Gardner; R. H. Robe, Albany; timers, George B. Darling and L. J. Thiessen; E. D. Mix, Albany; P. H. Spillane.

BRATTLEBORO', VT., 2 September.—Vermont Wheel Club tournament; results were as follows: Three-mile club championship for Chitds medal, S. W. Kirkland, of Brattleboro', 11.04 1-2; one-mile novice, Walter Sanderson, of Amherst, 3.03; half-mile L. A. W. State championship, Kirkland, 1.37; two-mile handicap, E. B. Smith, of this city, 8.02; one-mile L. A. W. State championship, R. Andrews, of Springfield, Vt. 3.06 1-4; three-mile handicap race, E. B. Smith, 10 59; one-mile open race, R. Andrews, 3.03 1 2; one-mile consolation race, E. H. Atherton, of Brattleboro', 3.26; Capt. F. T. Reid rode a unicycle exhibition half-mile in 1.57 1-5.

ORANGE WANDERERS' RACE MEET. — Opening of the new Roseville track. Perhaps about 1,200 people passed into the W. J. C. and A. enclosure, at Roseville, last Saturday, to witness the race meet of the Orange Wanderers. It was the first meet they ever handled, and it was the virtual opening of the grounds. The track was quite hard, but very uneven, so that no remarkable times were recorded.

Three-Mile N. J. State Championship. — J. B. Pearson, Vineland B. C., 9.07 1-5; E. P. Baird, Orange Wanderers (2).

One-Mile, Novices'. Final Heat. — E. M. Smith, 3.9; C. Henning (2).

One-Mile Hudson County Wheelman's Championship. — C. A. Steuken won easily; time, 3.12 1-5.

One-Third Mile Dash. — A. B. Rich, Kings Co. W., 56 2-5; P. F. Brown, Capital Club, Washington (2).

Two-Mile Tandem Tricycle Race. — S. M. Gideon and A. G. Powell, Germantown Cycle Club, 6.35 4-5; A. B. Rich and E. M. Valentine, K. C. W. (2), by several lengths.

Five-Mile Scratch Race. — This was considered the event of the day, as the prize, a Humber bicycle, had attracted a large field. A. B. Rich lay to behind his field as usual, and stalling off W. E. Crist, of Washington, on the last lap, won by a yard; time, 15.26 3-5. Valentine Baird, Parker, Pearson, Hoag and Henning competed.

TRIGWELL'S BALL HEAD,

The Greatest Modern Improvement in Bicycles, and Used ONLY on the

ROYAL MAIL

Is Enough in Itself to Determine One in the Choice of this Favorite Wheel.

The ONLY Wheel Having this Head! A Great Success!

We are receiving Highest Testimonials.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says:—

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY Hon. Sec. of the L. B. C., says:—

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says:—

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

Mr. HARRY JONES, of the Haverstock C. C., says:—

My record la year amounted to 8,241¼ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says:—

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

Also the Fox Grip-Fast Rim and Tire, a great success. Latest Importations just received have the Strong Red Rubber Tire, which makes this new system a perfect success. Also Royal Mails with the Common Head and Cemented Tire, if preferred; or, Ball Head and Cemented Tire.

THE WHEEL OF WHEELS.

Exchange your Old Wheel for a ROYAL MAIL. ☞ We take Other Wheels in Exchange if Desired.

Send Stamp for Circulars and List of Second Hands,—some Bargains.

WM. READ & SON, 107 Washington Street, BOSTON, MASS.

One-Mile Orange Wanderers' Race.— H. H. Wells won easily in 3.34 1-5; A. E. Cowdry (2).

One-Mile Scratch.— Rich 3.10 1-5; P. Brown (2); E. I. Halstead, Harlem Wheelmen (3).

One-Third Mile Boys' Race.— W. Willett, 1.10 3-5.

Three-Mile Lap Race.— A. B. Rich, 9.18 1-5, 58 points; C. R. Hoag, Newark, 58 points. Baird collided with the rear wheel of Rich's machine, and came a bad cropper.

One-Mile Consolation.— E. M. Valentine, K. C. W., 3.7 2-5; E. C. Parker, Harlem Wheelmen (2); W. C. Henning, Ixion Bi. Club (3).

FIXTURES

SEPTEMBER.

10 FRIDAY.— Annual tournament Berkshire County Wheelmen, at Pittsfield, Mass. Two days.

11 SATURDAY.— Harlem, N. Y. Wheelman races, Manhattan Athletic grounds.

14 TUESDAY.— Annual Tournament, Springfield Bi. Club. 4 days.
Columbia Bi. Club races, No. Attleboro', Mass.

18 SATURDAY.— Pittsburg, Pa., races. Associated Clubs.
Owl Bi. Club, Chicago races.

18 SATURDAY.— Kings County Wheelmen races, Brooklyn, N. Y.

21 TUESDAY.— Bicycle races at Junction City, Kansas in connection with the eleventh annual fair of the Kansas Central Agricultural Society, two days.
Queens County Agricultural Society races, three days. Mineola, L. I., N. Y.
Rhode Island Division meet and races, Providence, R. I.

22 WEDNESDAY.— Minnesota L. A. W. Div. meet, Winona, Minn.

27, 28.— Indianapolis Athelitic Association. C. F. Smith, 114 No. Penn St., Indianapolis, Ind.

23 THURSDAY.— Lynn Tournament, 3 days.
Vermont Bi. Club races, Brattleboro', Vt.

28.— Kansas L. A. W. Division meet and races, Junction City, Kan.

30 September, 1 and 2 October.— First annual tournament of the New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederick Jenkins, Manager, Oraton Hall, Newark, N. J.

BOOKS AND PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Cortis on Training. By H. L. Cortis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Hood Riding. Costume. Accessories. Clubs, Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.50 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Law. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G. Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth. By mail, $1.00.

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $21.25 each.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bi. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Papa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.



Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

PATENTS.

Protect your Inventions. **Mr. R. F. PHILLIPS, M. I. M. E., F. S. C., etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *5 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.

HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

BULL & BOWEN

BICYCLES & TRICYCLES

MFR'S OF ACCESSORIES. REPAIRING A SPECIALTY



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nave ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

FOR SALE OR EXCHANGE

FOR SALE.— One 54-inch Victor Bicycle for sale. Run less than 150 miles. Cost new, $130; sell for $90. Also, 48-inch Otto Special, ridden 25 miles, $50. C. H. Foster, Middletown, N. Y.

FOR SALE.— One 44-inch Facile bicycle, perfectly new; great bargain at $110 one month ago. Address at once, Box D, care of Savage & Farnum, Campau Building, Detroit, Mich.

GREAT BARGAINS!!— Humber Tandem tricycle. $125; 48, 52 and 54-inch Experts; 48 to 52-inch Standard Columbias; 52-inch Victor, new. Very cheap to close. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE.— Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53	RUDGE RACER	used twice		$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE.— An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE.— A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.— A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.— One 54-inch Victor bicycle for sale, in first-class condition, 1885 pattern, price reasonable. Address Box 502, Marlboro', Mass.

FOR SALE.— One 58-inch Rudge Light Roadster, to be sold at once. In good condition; (looks almost like new). Price, $80.00. Will send by freight or C. O. D., for examination. Address, C. E. Fitz, 335 Broadway, Somerville, Mass.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

FOR SALE.—A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on instalments nor rented. BUTMAN & CO, 89 Court Street.

FOR SALE.—Quadrant Tandem, built by Lloyd Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE.—Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

BICYCLES.—Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE.—Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

FOR SALE.—One 54-inch Victor (latest pattern), with K. of R. lantern; run only 200 miles, and guaranteed in perfect order; $100. H. R. BRYAN.

The King Safety Bicycle



Will be Appreciated by All.

As a Roadster, because it is propelled by levers, giving a constant application of power, so highly prized on sandy or muddy roads and in hill climbing.

For Safety, because, the treadles, being in the rear of the hub, there is an uplifting at the fulcra in front, removing the danger of "taking a header."

For Convenience, because it can be run backwards, has the silent coasting rachet, and any rider can tighten a loose spoke with a spoke tightener, or insert a new spoke. Extra spokes sent with each bicycle.

For Increase of Power, because the new motor, utilizing the weight, and the natural position of the hands, enable the rider to greatly increase the pressure upon the pedals.

For Ease of Running, because the new adjustable anti-friction bearings run very easily, are very durable, and cannot roll together.

For Durability, the new hollow-felloe rim being very rigid, and the new tangent spokes interlaced, makes a very strong wheel.

Secured by United States Patents, and pending United States and Foreign Applications by the Inventor, Rev. HOMER A. KING, Springfield, Mass.

Manufactured at the Celebrated Cycle Works of the Ames Manufacturing Company.

Special Offer: A Discount of One Tenth allowed to any Clergyman.

SPRINGFIELD, MASS., Aug. 12, 1886.

I have ridden a crank wheel for five years, and the past few months have ridden the King Safety Bicycle on the track and over rough roads, through mud and sand, up hill and down. In ascending a hill the weight can be utilized as well as muscle, and in coasting down hill the King Safety beats all others. It runs more easily than the crank wheel, and is safe against headers, as the weight is always on one pedal in the rear of the hub. There is no machine more easy to mount and dismount. I have let many ride it, and they are all delighted with it. CHARLES QUIMBY.

AGENTS WANTED.

THE KING WHEEL CO.,

51 Barclay Street, New York.

THE BICYCLE HERALD

And the Weekly Evangelist

Have been united, and the consolidated paper is now issued monthly.

The HERALD will contain:

The Running Record, Progress of the Art, Cycling Romance and Practical Helps.

The EVANGELIST is devoted to:

The Christian Life, Evangelistic Work, Temperance and Reform and a Youth's Department.

TERMS: { Single copy, 8 pages, 1 year.....$0.35 / Three copies, one year..... 1.00

PREMIUMS.

Bicycles may be partly or wholly paid for by soliciting subscribers. For many years we carried on a purchasing agency in New York, purchasing at wholesale prices from all the leading houses. We also supplied almost any article desired by any agent as a premium for sending us a club of subscribers, but we found it necessary to require agents to send us as many subscribers as they could obtain, and a fair remittance, and trust to us to purchase the article at a low price, and credit them with any balance their due, or return it to them with the premium if they desired. We can furnish any premium offered by any other paper on as liberal terms as any one, but time is too valuable to make a trip to inquire the price of special articles, and afterwards another trip for the article, if the agent raises the club and does not change his mind as to the premium desired. **Agents wanted.**

☞ Premiums or liberal cash commission to agents. Sample copies sent free. Address

ALBERT J. KING, Gen. Agent,

51 Barclay Street - - - - NEW YORK.

"GRAND BICYCLE MEET"

AT THE

SIXTEENTH ANNUAL EXHIBITION AND FAIR

OF THE

FARMERS' AND MECHANICS' ASSOCIATION,

UNDER THE AUSPICES OF THE

COLUMBIA BICYCLE CLUB OF NO. ATTLEBORO', MASS.

On Tuesday, Sept. 14, at 11 o'clock.

The track, a half-mile one, has lately been put in first-class condition, and is, without doubt, one of the fastest in New England. L. A. W. Racing Rules to govern the following events:—

1. ONE HALF-MILE.....OPEN
2. ONE-MILE.....NOVICE
3. THREE-MILE.....LAP
4. ONE-MILE.....HANDICAP, BOYS UNDER 18
5. ONE-MILE.....OPEN
6. ONE-MILE.....3.30 CLASS
7. ONE-MILE.....HANDICAP
8. TWO-MILE.....OPEN
9. ONE HALF-MILE.....HANDICAP, BOYS UNDER 15
10. TWO-MILE....TEAM RACE (THREE MEN EACH TEAM)

VALUABLE PRIZES IN EACH EVENT.

Boys entering must state fastest time ever made in a race. Entrance fee, 50 cents. Close Sept. 11. Entry Blanks and List of Prizes furnished on application to

O. W. CLIFFORD, Columbia Bicycle Club, No. Attleboro', Mass.

HURRAH FOR LYNN!

FIRST GRAND INTERNATIONAL FALL TOURNAMENT

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At Lynn, Mass., September 23, 24 and 25, 1886.

A. C. U. RULES TO GOVERN.

$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. $5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES.

FIRST DAY, THURSDAY, SEPTEMBER 23.

1-Mile Novice Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined. [lined.
1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered Venetian Chased, gold
3 Mile Professional Bicycle, Handicap, 1st, $60.00 Cash; 2d, $40.00 Cash; 3d, $20.00 Cash.
2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
1-Mile Amateur Bicycle, Open, 1st, Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash. [Opera Glasses.
3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl

SECOND DAY, FRIDAY, SEPTEMBER 24.

1-Mile Professional Bicycle, Open, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose glass and silver; 3d, Nut Bowl, gold lined, oxidized finish. [Set, gold lined.
5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Epergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water
1-Mile Amateur Bicycle, 3.05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash.
1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double barrelled, breech loader; 3d, Silver Watch. [Glasses.
3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera

THIRD DAY, SATURDAY, SEPTEMBER 25.

1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin
3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
2-Mile Professional Bicycle, Lap, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash. [Silver Medal.
3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set.
5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.). 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and
1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
10-Mile Professional Bicycle, Lap, 1st, $100.00 Cash. ($50.00 extra for Record.) 2d, $50.00 Cash; 3d, $25.00 Cash.
3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
1-Mile Amateur Bicycle, Consolation, 1st, Half Dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, Etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

Hampden Park, Springfield, Mass., U.S.A., September 14, 15, 16, AND 17, 1886.

FIFTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

Who Takes 'Em ? Who Takes 'Em

OFFICIAL LIST OF RACES AND PRIZES.

FIRST DAY—TUESDAY, SEPTEMBER 14.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 1st heat.	Vase Lamp, hammered copper and A. C. U. Gold Medal. [oxidized.	Scarf Pin, diamond setting. A. C. U. Gold Medal.	Fancy Inkstand, gold and oxidized. A. C. U. Gold Medal.
1-mile	Amateur	Bicycle	Novice.	$100 Cash.	$60 Cash.	$40 Cash.
10-mile	Promateur	Bicycle	A. C. U. Championship.			[qué, gold lined.
5-mile	Professional	Bicycle	Handicap.	Gold Watch, open face.	Vase Lamp, gold and Silver.	Smoking Set, hammered and appli-
1-mile	Promateur	Bicycle	World's Championship, 2d heat.	Gold Watch, open face.	Ewer, antique brass, embossed.	Opera Glass, pearl mounted.
5-mile	Amateur	Bicycle	16.30 Class.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
1-mile	Promateur	Tricycle	Open.			
3-mile	Professional	Bicycle	Open.	Two Gold Medals.	Two Silver Medals.	
1-mile	Promateur	Bicycle	World's Championship, 3d heat.			
1-mile	Amateur	Tandem	A. C. U. Championship.			

SECOND DAY—WEDNESDAY, SEPTEMBER 15.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 4th heat.	Gold Watch, open face.	French Clock, with bronze figure.	Glass Vase, decorated gold stand.
5-mile	Amateur	Bicycle	Lap.	Diamond Stud.	Gold Watch, hunting case.	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Handicap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Tricycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 5th heat.	$62.50 Cash.	$37.50 Cash. [breech-loader.	$25 Cash.
3-mile	Professional	Bicycle	Lap.	Gold Watch, hunting case.	Stevens Shot-gun, double-barreled,	Silver Chronograph Watch.
5-mile	Promateur	Bicycle	Lap.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Bicycle	Handicap.		[tern.	
1-mile	Promateur	Bicycle	World's Championship, 6th heat.	Gold Medal.	12 Silver Knives, renaissance pat-	Traveling Clock, and case.
3-mile	Amateur	Tricycle	Open.			

THIRD DAY—THURSDAY, SEPTEMBER 16.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 7th heat.	Gold Medal.	French Clock, with bronze figures.	Gold Watch Chain.
3-mile	Amateur	Bicycle	Open.	Diamond Stud.	Gold Watch, hunting case.	Gold Watch, hunting case.
10-mile	Promateur	Bicycle	Lap.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Professional	Bicycle	Open.			
1-mile	Promateur	Bicycle	World's Championship, 8th heat.	Tea Set, 6 pieces, satin embossed.	Stevens Sporting Rifle.	Stevens "Hunter's Pet" Rifle.
5-mile	Amateur	Bicycle	Open.	Gold Watch, hunting case.	Diamond Stud.	Gold Watch Chain.
3-mile	Promateur	Tricycle	Open.	$50 Cash.	$30 Cash.	$20 Cash.
1-mile	Professional	Bicycle	Handicap.			
1-mile	Promateur	Bicycle	World's Championship, 9th heat.	$62.50 Cash.	$37.50 Cash.	$25 Cash.
3-mile	Professional	Tricycle	Handicap.			

FOURTH DAY—FRIDAY, SEPTEMBER 17.

EVENTS.	CLASSES.	WHEELS.	CONDITIONS.	FIRST PRIZES.	SECOND PRIZES.	THIRD PRIZES.
1-mile	Promateur	Bicycle	World's Championship, 10th heat.	Gold Watch, open face.	Carving Set, renaissance pattern.	Gold Cuff Buttons, stone settings.
3-mile	Amateur	Bicycle	9.45 Class.	Diamond Stud.	Complete Fishing Outfit.	Water Set, silver, gold lined.
3-mile	Promateur	Bicycle	Open.	$120 Cash.	$90 Cash.	$60 Cash. *Fourth*, $30 Cash.
10-mile	Professional	Bicycle	Lap.			[and oxidized.
1-mile	Promateur	Bicycle	World's Championship, 11th heat.	Diamond Stud.	Scarf Pin, diamond setting.	Biscuit Jar, decorated china, gold
3-mile	Amateur	Bicycle	Handicap.	Gold Watch, open face.	Pedestal Lamp, antique brass, tulip	Gold Watch Chain.
1-mile	Promateur	Bicycle	2.40 Class.	$100 Cash. [Medal.	$60 Cash. [globe.	$40 Cash.
5-mile	Professional	Bicycle	Open.	*Winner last heat*, Gold Watch and	*Winner fastest heat*, Fine Gold	[*Fifth*, Lakin Cyclometer.
1-mile	Promateur	Bicycle	World's Championship, final heat.	Gold Watch Chain.	Stevens Bicycle Rifle. [Watch.	Seal Ring. *Fourth*, Traveling Bag.
1-mile	Amateur	Bicycle	Consolation.			

ENTRIES CLOSE SEPTEMBER 7, 1886.

All Events have three Prizes, where there are four or more starters. Entry Forms, Blanks, List of Prizes, etc., will be furnished upon application to SANFORD LAWTON, Secretary Springfield Bicycle Club, Springfield, Mass., U. S. A.

ROSEVILLE TOURNAMENT PROGRAMME

FIRST DAY, SEPT. 30.

1 Mile Novice, bicycle.
1 Mile Promateur, bicycle.
2 Mile Amateur, bicycle, 6-minute class.
Mile Professional, bicycle lap.
2 Mile Amateur, tricycles.
10 Mile Professional, bicycle.
1 Mile Amateur, bicycle, handicap.
3 Mile Promateur, bicycle, lap.
3 Mile Amateur, bicycle, handicap.

SECOND DAY, OCT. 1.

1 Mile Amateur, bicycle, lap.
3 Mile Promateur, bicycle, handicap.
2 Mile Amateur, bicycle, handicap.
5 Mile Professional, bicycle, lap.
2 Mile Amateur, Tandem tricycle.
10 Mile Promateur, bicycle.
3 Mile Amateur, bicycle.
1 Mile Professional, bicycle, handicap.
1 Mile Amateur, bicycle, 3-minute class.

THIRD DAY, OCT. 2.

1 Mile Professional, bicycle.
2 Mile Amateur, tricycle, handicap.
1 Mile Promateur, bicycle, handicap.
5 Mile Amateur, bicycle.
5 Mile Professional, bicycle, handicap.
3 Mile Amateur, bicycle, 9.30 class.
5 Mile Promateur, bicycle, lap.
1 Mile Amateur, bicycle, club team race, 3 men for each team.
1 Mile Amateur, bicycle, con olation.

ENTRIES CLOSE SEPT. 25.

Entrance Fees: $1.00 each event, for Amateurs and Promateurs; $3.00 for Professionals. Blank forms and particulars can be obtained by addressing

FREDERICK JENKINS, Manager, Station D, Roseville, N. J.

THE HAWTHORNE,
HARVARD STREET - - - - - BROOKLINE.
Unequalled by any house around Boston. 4½ miles from city.
CAFE OPEN AT ALL HOURS.
The best the market affords. Courteous and prompt attention to Cyclists.

THE BOSCOBEL, LYNN.
First-Class in Every Respect.
Cyclists will Receive the Best of Attention.
DINNER, 75 Cents.

BEST IN THE WORLD.



THE KELLOGG BICYCLE SHOE.
This shoe, which is just being put on the market, possesses all the advantages of any Bicycle Shoe made in the country. In regard to *style*, *workmanship*, or *material used*, we claim it is the best shoe for the purpose it is designed for of any in the country, as they are all hand-sewed. We make three widths — 2, 3, and 4. In sending your order give size you wear, and the measure by inches around instep and ball. Every order must be accompanied with check, P. O. order, or registered letter. Our net prices are $4.00.
P. S.—We allow a liberal discount to dealers who wish to sell our shoes. Manufactured by
KELLOGG & EAGER . . Palmer, Mass.

LIGHT ROADSTERS
are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.
We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!
SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS
All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.
S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00
For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.
PUNNETT, Merchant Tailor,
Rochester, N. Y.

PHOTOGRAPHY.
HEADQUARTERS FOR CYCLISTS' OUTFITS.
SOLE AGENTS FOR
THE ORTHO PANACTINIC LENS.
SEND FOR CATALOGUE.
C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

The "QUADRANT," 1886.

ON THE PATH.

MINOR EVENTS OMITTED.

Milan.	*May* 16.	First Prize from scratch	
Bologna.	*May* 30.	First Prize from scratch. First Prize handicap against bicycles.	
Voghera.	*June* 3.	First Prize from scratch.	
Dublin.	*April* 24.	First Prize, one-mile scratch, A. J. Wilson (North London T. C.), beating R. J. Mecredy (Dublin University B. C.), the Irish Champion, who rode a machine of another make.	**Wilson beats Mecredy.**
Dublin.	*April* 26.	First Prize, two miles scratch, Wilson again beating Mecredy.	**He does it again.**
London.	*May* 26.	Mecredy, on a "Quadrant," beats Wilson.	**Mecredy mounts a "Quadrant," and beats Wilson.**
Dublin.	*July* 3.	One-Mile Tricycle Championship of Ireland.	**The Irish Champion, on his "Quadrant" beats all England.**
London.	*July* 17.	N. C. U. Twenty-five Miles Tricycle Championship of the United Kingdom, R. J. Mecredy beating all comers, including previous holder of this championship.	

ON THE ROAD.

Smooth Roads. "AN EXTRAORDINARY PERFORMANCE — Mr. H. G. Priest rode a mile on his 'Quadrant' tricycle, at Biggleswade, on Saturday last, in 2m. 38s., etc., etc. For full particulars, see *The Cyclist*, June 23." — **Beats track record of both bicycle and tricycle, the latter by 17s.**

Brick Roads. "We had yesterday a road race along brick roads exclusively. All mounts were single 'Quadrants.' My younger brother won the first prize, a gold medal, covering the distance of 100 kilometres in 5h. 32m." — *Letter from Amsterdam, June* 7. — **Only "Quadrants" for brick roads.**

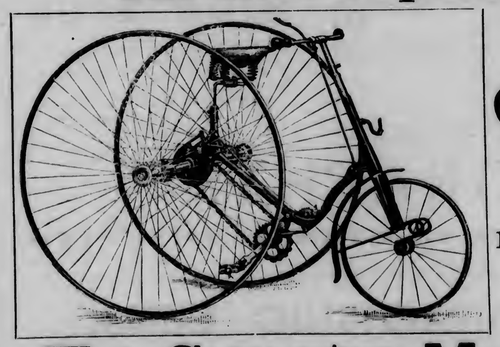
Up the Hills. "THE MACHINE FOR HILLS. — Mr. H. G. Priest succeeded in beating no less than eleven well-known bicyclists and tricyclists in a hill-climbing contest at Mucklow, near Birmingham, last week. He passed every machine on the hill except one bicycle, ridden by Terry, the Birmingham scratch man; and although delayed by a wobbling bicyclist, rode what is said to be the stiffest three quarters of a mile in England in the magnificent time of 6m. 45s. His mount was a 'Quadrant' Tricycle, and but for the delay, would easily have beaten Terry's time, — 10s. less." — *Bicycling News, July* 2. — **Beats the bicycles on the hills.**

Ditto. "On the road, however, this youngster does as he pleases; and within a few days of possessing a tricycle of his own, he started off one morning and rode up Chingford Hill, Crouch Hill, and Muswell Hill. Not satisfied with this, he last Thursday rode up and down Muswell Hill *three times without stopping*, on his 'Quadrant' Roadster Tricycle, geared to fifty-six inches." — *Bicycling News, July* 9. — **Muswell three times without stopping.**

J. A. R. UNDERWOOD, Sole United States Agent, **DORCHESTER, MASS.**

THE MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

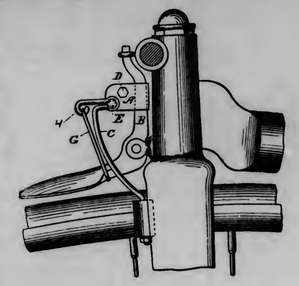
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Winter Street, Room 31.) Boston, Mass.

TREMENDOUS SLAUGHTER IN

BICYCLE + HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of **63** cents per pair, post-paid. Hose that are no better are sol everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

SPECIAL ANNOUNCEMENT.

No. 1.

THE

Columbia Safety,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT.

No. 2.

The unprecedented demand for the



Kirkpatrick Saddle

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 17 SEPTEMBER, 1886. | Volume XIII. Number 20.

RECORD BREAKING EXTRAORDINARY!

VICTOR W. A. RHODES, BICYCLE.

5 Miles in 13 m. 30 s.

LOWERS WORLD RECORD BY 27 2-5 SECONDS.

Aside from the rider's capabilities, the machine used mus. be

FAULTLESS IN ITS CONSTRUCTION!

to admit of such results.

VICTORS ARE BUILT FOR SPEED AS WELL AS DURABILITY.

FIRST { UP HILL. DOWN HILL. IN THE ESTIMATION OF OLD RIDERS.

CALL AND EXAMINE, OR SEND FOR CATALOG.

OVERMAN WHEEL CO., 182 Columbus Ave. BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST COASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

"NEW RAPID."
TRUE TANGENT WHEEL.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO, MR. EDITOR,—I see that Huntley was thrown after he had ridden 147 miles, while attempting to beat the 24-hour record.

That's too bad and no mistake. At any rate, I think his 100 miles in 7 hours and 37 minutes will stand as a record for the RUDGE for some time.

I wonder who placed the stone in the road?

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front **$22.50**

No. 2. For 4¼ x 5½ Picture, no Sliding Front **22.50**

No. 3. For 5x8 Picture, Sliding Front **27.00**

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....$1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 17 SEPTEMBER, 1886.

Special Notice.

IN order to get the results of the Springfield tournament to our readers as soon as possible, and yet not delay our regular issue, WE SHALL ISSUE AN EXTRA on Friday afternoon, giving all the results. We believe this stroke of enterprise will be appreciated by the readers of the WORLD.

LYNN, Lynn, next! Don't forget dates, 23, 24, 25 September. That is next week, Thursday, Friday, and Saturday.

THEN don't forget.

Pittsburg, Pa. races on 18 September (to-morrow).

The Owl Club, of Chicago, races same date.

Kings County Wheel races, Brooklyn, same date.

Junction City, Kan., races 21 Sept.

Queens County Agricultural Society, at Mineola, N. Y. (L. I.), same date.

L. A. W. State, R. I., meet and races at Providence, R. I., same date.

L. A. W. State Minnesota, Winona, Minn., 22 September.

HARTFORD broke the ice handsomely. Springfield takes up the running in fine form, and Lynn will have a good place in the national race for favor next week. As for Roseville, they will make successful finish of the big fall tournaments.

LANGDOWN thinks our men are too fast for the likes o' him.

FRED WOOD'S victories seemed quite popular at Hartford. His record of 2.33 is the best made in any race against competitors.

"WOODSIDE can ride 21 miles inside of the hour."—*Herald.* Who told you so, Woodside?

WE can get along without the Englishmen as Hartford proved, but then we miss them.

DUCKER'S cap will be stuck all over with turkey cock feathers if the fall tournaments are successes, after all.

By the way, we hear that Ducker is going to break out again on the Beckwith matter. Oh, dear, oh dear, we did think that it was buried under the votes Ducker did *not* get! Well, if you will fight, go it—s't boy.

HANDICAPS, that is what we want. Under such arrangements even we poor slow coaches might experience the delirious pleasure of beating Hendee, Rowe, Ives & Company.

THE worthy chairman of the R. B., calls us a "young man," and says we are trying to crush him. Why bless his old heart, we would not hurt a fly, much less, a chairman, and as to age, why, we are old enough to be his—brother. How about his benevolent threats when he left the WORLD!

W. MCCANDLISH, one of *Wheeling's* editors, is the latest to go into the orange flower business as a couple of weeks ago he was married to Miss Edith Harris. We are sure all good Yankees will unite with us in wishing happiness and prosperity to the man who, as a journalist, has treated Americans and American institutions with decency and consideration. The bride with such a husband will, of course, be happy.

IF we were inclined to be sentimental and poetical, which we are not, we should have something nice to say about the beautiful moonlit nights we have had for wheeling lately.

IT is too bad that Attleboro clashed with Springfield's first day. But the Columbia bicycle boys got there!

WHAT is the matter with Rhodes? Why is it, though very speedy in practice, he is of little use in a race. Perhaps he needs a little pluck injected into him.

THEY do say that some of our "pure" amateurs, with League certificates too, are discovering that there is as much money in losing a race, as in winning it.

WE notice that the Ripley Road Club of London, seems to have for its members nearly all of England's best scorchers, and takes the lion's share of road records. Kennedy Child we hear it rumored, is anxious that the Yellow Sash Club hold some American road records before he leaves these shores for his adopted heath.

WE hear of quite a number of good old cab horses who would like to see the Veteran's Club a reality. What rare sport it would be for the old-timers to get out on a club run. Charlie Pratt, Col. Pope, G. Dalton, Ned Hodges, Papa Weston, Ed Pope, London W. and all the rest of the old decrepits who used to scare horses in '78 and '79, and discovered in temperance times places where good beer could be had. Ah, those were

fine old days, and we would like to have another go on the road with the old gang.

THE letter to which this is an answer, we keep a stock of, and will sell a few cheap to any of our contemporaries who may need them.

C. A. H. Such things do not trouble us. The old lady expected to crush out the WORLD and had her plans all laid. They miscarried. She expected to do this in no time, but has now given up the idea. Meantime, the WORLD is flourishing. We know the old lady very well, and her talk is all bravado. Yes, she is an acquaintance of ours, but we wish she was n't. Thanks for what you say, but we do not care to publish the letter. The WORLD is gaining friends for itself every day.

WHEN the tournament season is all over we are going to take to the woods and rest. Yes, good reader, the entire staff of the WORLD is going off for an outing, and the office boy will run the paper. If we have good luck we will tell you what we did, where we went, and how our holiday was spent.

WHEN we look at the design for a new badge, as recommended for adoption by the C. T. C., we are a bit amazed at the wonderful evidence of *originality* displayed. Seriously, and as a matter of cold fact, we are surprised to find that the proposed C. T. C. badge is almost a fac-simile of the L. A. W. symbol. We are still further mystified when the cause for change from the old shield to the present suggested design, was "piracy"! Can it be possible that Messrs. Tanner, Hill, and Phillips were ignorant as to what is the badge of the L. A. W.?

FOR those who are attending Springfield this week, and those who do not, it may be interesting to know that the electric timing is used there for the first time in cycle races. A wire is placed half an inch above the surface of the track. The wheel passing over at the start sets the clock in motion, and the first wheel crossing at the finish closes it. At eight points on the track are poles placed with electric bells, which ring when the signal to start is given, a great thing in handicap races. With this device there ought not to be any cancelling at time or records made on the Springfield track this year.

At Hartford.

THEY were all there! Yes, there was Merrill, Aaron and Bassett, and you were there also. Yet, strange to say, no one was hurt. On the contrary, such a smiling and shaking of hands was never seen. "H" was to be seen, and also the famous "Charter Oak," and still there was no gore spilled, no locks of hair yanked out or eyes gouged. Oh, you are all terrible fellows at *long* range, but when you meet face to face the milk of human kindness wells up and you forget your spats and rows in the very fulness and pleasure at meeting such jolly good fellows. I missed two of the great principals in roadom, and those were Ducker and D. B. Where was D.? Oh, he was at home, with his teeth and nails dug deep into the tough question of success of the tournament, and out of defeat he would surely bring victory, providing the weather is all right.

Racing? Yes; I saw some good racing, and I got dead mashed on the question of handicaps. I am usually sedate and undemonstrative, but when Wood came tearing down the home-stretch after Neilson in the handicap race, I just rose up and yelled, I could not help it. I fear I lost caste, but I had a heap of satisfaction out of that yell. I have a faint suspicion that Prial screeched also. I saw his mouth open, and I think I heard something shrill proceed from the cavity. As for Merrill, in his ecstacy, he rushed across the track, asked *Bassett to introduce him to Aaron! !* and then fell on the latter gentleman's neck and wept. How I wished for the pen of the sculptor, and the imagination of a Lacy Hillier, to be able to present to the readers of the WORLD what I saw and heard, and did not see and did not hear.

By the way, that puts me in mind of what I did *not* see. I did not see Hendee and Rowe race against one another, but I "hear tell" that "the Colonel said" that the boys would come together at Springfield to-day. So on that especial occasion I shall desert my bed and my boarding house, and go to Springfield. I did not see Prince in any of the promateur races, and I wondered muchly. I did not get any satisfactory answer, when I anxiously asked those who *ought* to know, "What *is* the matter with Prince?" Some of the questioned, winked, some grinned, and some did nothing but glare. I did not see the Victor team lower the colors of the Columbia trio; I did not see that cigar I won from a literary shining light, (I trust this will meet his eye), but "I opes to."

Col. Pope and E. W. Pope were in the top story of the judges' stand, and they looked so happy. Larry Overman was on the track most all the time, looking after his team. Young Foster looks like what I can remember of George Hendee when he first flashed into notice. By the way, that boy is a marvel. Neilson should have a medal for bringing him out. A very popular fellow with the crowd seems Fred Wood. He don't look like a blarsted Britisher to me, at all; he has all the angularity of a Down East Yank, and one, to look at him, wonders where he gets his wonderful power. I suppose it is on the principle of the lean race-horse being the speediest. He rides in good form and with wonderful judgment.

COMUS.

Lynn Lines.

TRACK is perfect.

THE grounds have been cleared up.

THE new grand stand will be completed by 21 September.

FROM present indications they will certainly need it.

HARRY SHERMAN, the "Star" rider, Whitten and Worden, while spurting last Friday evening, collided at the lower turn, Sherman and Whitten coming down together, and Worden running over them was thrown on the curb. Sherman was badly cut on the knee; Whitten badly bruised; Worden, well, the plank that he struck on was demolished. Tully, Collins, and Worden expect to make it pleasant for the novices.

A BICYCLIST from Newburyport was run into by a heavy wagon Saturday. Result, badly buckled wheel and broken handle bar. Although on right side of road he was unable to get any satisfaction.

THE prizes are on exhibition at W. B. Giffords. The verdict among the boys is that they are "daisies," and no mistake.

No slow races at our tournament. It 's get up and get there. Some of the "crack" riders will be made to "sit up."

WHEELMEN'S season ticket for three days only $1.00.

SPECIAL trains on the Boston Revere Beach and Eastern Railroads, 12.30 and 1 P. M.

HORSE cars, Barges, etc. at the Depots.

"W."

Chicago.

VAN SICKLEN will soon have his long promised vacation, and will use most of the time in attempts to increase his stock of medals. He is in training now; that is, he rides to and from Englewood to the office, a distance of six miles, and takes a rub down at each end. Taking in the club handicap in the Owl races on the 18th, he will go to Winona, Minn., accompanied by Pierce of the Owl Club on the 22d inst., for the two days' racing, and thence to Minneapolis for the races on the 27th and 28th. The prizes at the latter place will be well worth winning. Both Gormully and Jeffery and the Pope Company offer bicycles, and Mr. Smith has put plenty of dollars in the medals, intending no doubt to have a tournament to be proud of.

AN associated press despatch informs us that M. P. Warner, of this city was one of the two unfortunates who took severe headers at Ithica, last Friday. Warner rides a 58-inch wheel, is a dry goods merchant on the West Side, and a jolly good fellow withal, so that his friends are rejoicing at the fact of the accident not being serious. Dakin, the other unfortunate, is in a very critical condition I understand.

MR. E. C. STUART, the President of the Skein Stuart Stationery Company of this city, returned last week from a month's vacation a-wheel in Eastern Massachusetts. He has, of course, a good deal to say about sandpaper and hospitality. I posted him as to what he might expect, but he didn't believe me.

THE Illinois Cyclers evidently do not care for any additional membership, if it is to come from the other clubs. At least I am told by one of its members that Conkling and Ingalls were blackballed by a vote of eleven to four.

REGULAR meeting of the Chicago Club, Tuesday night. The corporation matter will be discussed.

J. C. KELLY, of Springfield, Mass., was in town last week. Wilbur F. Knap was here all day Saturday, taking the twelve o'clock Sunday run to Denver. Speaking of the comparative merits of Rowe and Hendee, he said in his opinion, that Rowe was much the faster from a quarter up to twenty miles, and personally he characterized him as a gentleman and "Our George" as a baby. Such is life. Not all smooth, but generally worth living.

VERAX.

The Tournament.

"YOU can't down Ducker," so said one enthusiastic Springfield man on the opening day of the meet. Everything seems to verify the assertion, so far, at any rate. Up to the present writing, fair skies, good patronage, and good racing all seem to be aiming at the same end,—success.

The grounds look fine as silk, and the tents, with their show of bunting, make a pretty showing with their background of green. The Overman tent is gorgeous with flags of all nations, and the Pope Manufacturing Co. headquarters is also a thing of beauty, etc., but these white tents are no whited sepulchres, as a visit to the inside would prove. It seemed kind of strange at first not to see the Englishmen on the track, as of yore, and this was especially regretted, as our men have undoubtedly improved in speed during the past twelve months. However, this beastly muddle will have settled all down by 1887, and then we hope to see all the fast ones over. There is no doubt but that the "promateur" is not a permanent institution. As suggested in the WORLD, the forming of this class was worth an experiment, especially as we were placed in a hole, but after this fall we think the name will drop from our vocabulary, and be known only in reference to the past.

Nearly everybody is here now, and as an enumeration would be tedious, and as I should leave some one out and get disliked, I will simply wave my hand over all the principals in cycling matters and say, we are all here, with few notable exceptions. I think the handicapping is a bit off, or was off the first day. Wood is not in good form, his stomach has been out, and any sustained effort knocks him out. Neilson is surprising his friends, and Woodside is in great feather. Crocker, the brand new "pro.," makes the boys grit their teeth and pedal. As for Prince, *he* is surprising his friends also; his grip seems to have gone. Rowe will take first place in the world's championship *sure*, unless Wood recovers his form. F. Foster, Neilson's find, will show up the best of any of the pure ones, or I miss my guess, and then Hart, of New Britain, next. Crist and Brown on their tandem make a pretty team, and their performances have been great.

As your extra will give all the hard facts, I refrain from detail. I have barely time to write this and catch you in time for the regular issue to proclaim to the readers of the WORLD, that the Springfield tournament is well under way, and ultimate success assured. Oh, I forgot to say that the minstrel show to-night will be up to standard. I shall keep you posted for your extra by mail up to to-morrow, and then I shall work the wires for you.

You should note the smile of contentment on the faces of the Columbia people. Atkins is a veritable Pickwick in his smiling benevolence.

The Columbia team appreciate that Ives and Rhodes are uncomfortable companions on a close spent home.

I must draw off or lose the mail.

COMUS.

SPRINGFIELD, 15 Sept., 1886.

St. Louis.

A WHEELMEN'S rally convened last Thursday night, the attendance being about 135. The number of unattached was a surprise. A T shaped upright was adopted as the general illuminating device, and Grand Marshal Stettinius announced the various officers and squads which will appear in parade in following order: Following the lead of mounted police, the St. Johns Bicycle Brass Band; Missouri Club flambeau battalion; Missouri Bicycle Club, in suits of white flannel; St. Louis demon squad, consisting of ten riders surrounding two trick riders, dubbed the "little devils"; general division of various clubs and unattached, divided into two sections by the Humpty Dumpty squad; the Rambler flambeau squad bringing up the rear, while the decorated tricycles will be interspersed throughout the procession. It is calculated that there will be at least 350 local men in line. Kansas City is also very enthusiastic.

ON Saturday there will be a race on the Manchester pike of sixteen miles, and track racing in the afternoon, with a biquet at night. Those who are not demoralized in the morning will take train on Sunday to DeSoto, whence they will return over the hills awheel. I suspect there will be some "developments," if only in the shape of some badly scared cyclers, if this trip is taken.

MANCHESTER pike is in fine condition once more, and moonlight runs are frequent, the riders generally returning before breakfast.

PERCY STONE'S action in becoming a promateur is regretted by those who have been accustomed to see him victorious in local amateur events.

THE Ramblers take a century run about Clarksville two weeks hence.

BREVITY.

Springfield Simmerings.

BY the time this reaches you, our tournament will have come and nearly gone, and therefore anything that I can write on that subject will be apt to be a trifle stale. Through rare good luck I was able to drop down to Hartford last week and take in the races there. While not up to the old-time tourneys, when there was less science and more vim, yet there was considerable sport. Surely, Fred Wood's mile in 2.33 was ample compensation for whatever tendency to loaf was shown in some of the other races.

ONE thing is noticeable, the promateur is but little removed from the professional. If Rowe and Hendee do not race under instructions, then my eyes deceived me. Their trainer and "manager" stood on the track and openly told their men when to spurt and when to ease off. And another thing, the men were assigned their races each day, and in those races they started as ordered. Well, after the tournament season is finished I will venture to say that the promateur class will be speedily abolished. It was only established to tide over what apparently threatened disaster. Even now the rumor reaches me that Hendee is to become a professional after the present season. The promateur farce is about played, and the men themselves are laughing in their sleeves at the appellation.

I HEAR the newspaper bet made by Prince and Morgan has resulted in the withdrawal of the deposits by each of the principals. Who "squawked" the first I am unable to find out. It was probably six of one and half a dozen of the other.

THE local papers have been "plum jam full" of bicycling the past week or two, and rivers of ink have been spilled in booming the tournament. People will be glad when the season is finished, as there is such a possibility as "2 mutch"

of a good thing. Besides, the dailies ought to give the legitimate cycling papers a chance.

MORE bad blood. Kluge tried to "thump" Hendee at Pittsfield Saturday, claiming that Hendee and Stone had put up a job on him to pump him in a certain race. This they succeeded in doing, and Kluge went seeking for somebody's gore. George kept his temper, acknowledged the conspiracy, but said it was "English, you know." Kluge was barely restrained from doing violence, and has rendered himself extremely unpopular by his exhibition of ill temper. He isn't wholly to be blamed, as it is hard lines to be crowded out of a race in that fashion.

I UNDERSTAND that the A. C. U. sanction for the world's race was obtained by a very small margin, and that there is prospect of another fight after the tournament. In that case cycling editors won't be liable to "run dry" for some time to come.

THE Hartford "love feast" didn't pan out worth a cent, owing to the absence of the principals. To be sure Aaron was there, and Bassett, but where, oh where were Dr. Beckwith and the indomitable Henry E.?

THE general impression hereabouts seems to be that the Pittsfield races were "fixed." And, truly, it does seem so, when Ives defeated Rowe. The explanation that Rowe slipped a pedal causes much inquiry as to why he escaped a header in consequence. It is popularly supposed that when a rider at full speed slips a pedal, nothing can prevent his getting a header. But then these promateurs have got things down so fine that impossibilities seem an everyday occurence with them.

MY mill grinds hard and exceeding slow this week, as perhaps you have noticed, so I will give you and your readers a rest till another week. THE IDLER.

Manhattan Meanderings.

WELL, we are waking up at last, and the air is dense with rumors of what is going to be done in wheeldom during the fall and winter. The event of last Saturday was the Harlem Wheelmen's race meet, and for an initial meet it was very successful. The racing was the best ever seen around New York, the men rushing from start to finish in true amateur fashion. Several times, four or five men would come flying over the tape with but inches between them. Of course there was no fast time made, the track being a quarter-mile cinder path, with sharp unraised corners. I send you a summary of the meet.

ONE of the interesting incidents of the Harlem meet was the appearance of S. H. Rich, a younger brother of our famous "Quilla." He is but fifteen, but is tall and gracefully built, and from the way he rode on Saturday, it may be safely predicted that in a few years — he is but fifteen now — he will make one of the fastest men in the country; that is, if he is held and not allowed to overdo it.

THE Ixions have created something of a bubble by announcing a race meet, to be held at Roseville on 16 October. The affair will be in charge of Mr. W. C. Herring, and it will be run on original lines. The event will be ¼, ½, 1, 2 and 3 miles, all handicaps, and run in trial and final heats, *à la Anglais*. They will be so arranged that every competitor will be able to compete in all his races. The prizes offered are superb, as it is designed to attract the fastest men in America; in fact it will be a veritable Springfield into one day. The prizes will be artistic silverware and antique medals, valued at $195 for first prize, $90 for second, and $50 for third. All communications should be addressed to W. C. Herring, 351 W. 59th street.

THE Ixion Bicycle Club have sent out notice to their members, informing them that the new billiard room will be opened on Monday night. It is quite possible that various bottles will be opened, and other good things will be provided. The billiard-room is quite a handsome two-pair front apartment, facing south. It has been handsomely painted and re-furnished. Meeting of the club was held last Tuesday. Resolutions were passed on the death of Mr. Frank Howard, who was one of the founders of the club. This was the first meeting held since all the club members have been admitted to full privileges, and the first thing they have done, is to recall a motion made in 1882, which conferred on one of the founders of the club, the honor of waiving his dues for all time. The gentleman feels keenly the slight put upon one who has lost so much time and money to place the club on its present basis.

THE Big Four tourists came to town last Saturday, dined at the Grand Union, and slipped out by the Old Dominion line with but few people the wiser for their passage. We were all sorry to hear of the sad accident to Dakin, of Buffalo, and fervently hope for his recovery.

W. H. MCCORMACK, who at one time enjoyed the title of the "babe" of the Citizens' Club, has just come back to town. "Mac," as his friends delight to call him, is having a handsome residence built for himself in 72d street west. It is so unique in design, that the *World* of last Sunday gave a cut and description of it.

THE petition to the Park Commissioners to give cyclers the full privilege of the park enlarges daily. It is only a matter of time, at the present rate of increase, till the petition will be worth a small fortune for our old paper dealer. It will have to be conveyed to the Department of Parks in a double truck.

COMING EVENTS. — The Cits will hold a race meet this Fall. The Harlem Wheelmen, encouraged by their meet, may hold a meet at Madison Square Garden, in the early Winter. The Ilderan Bicycle Club holds a twenty-five miles road race this afternoon. The Ixions will open the regular social season with a dance.

IT seems to be an accepted fact now, that the League is really run by a "ring," and that the "ring" flourishes in the home of "rings," Gotham.

TITNAM.

A Correction.

Editor Bicycling World: — Permit me to correct your correspondent "H," in regard to my sayings and doings at the officers' meeting in Buffalo. My resolutions re-asserted the supreme jurisdiction of the L. A. W. over cycling athletics in this country, and instructed the Racing Board to govern any action of any other organization claiming to affect the amateur standing of any wheelman *on account of acts done or left undone in connection with cycling in this country*. Also, "I did *not* refer to the A. C. U. N. A. A. A. and kindred asssociations as organizations with lots of initials and no clothes," but to the N. A. A. A. alone, as having "more initials than clothes." Quite a difference you see. — Yours,

GEO. E. BLACKHAM.

DUNKIRK, N. Y., 12 Sept. 1886.

Lost in Russia.

MR. RICALTON, the adventurous explorer, who was sent out to the Arctic Ocean in May by *Outing*, in order to make a journey on a three-wheeled machine from Archangel straight through Russia to Crimea, has not been heard from since leaving New York. His friends are very anxious on his account, and it is feared that the Russians may have treated him as they did Thomas Stevenson his bicycle, only a little more effectively. Mr. Ricalton had with him a photographic apparatus, with which he intended to illustrate a series of articles in *Outing*, and it is quite likely that this instrument was the excuse for his arrest.

[As we go to press we hear Ricalton is heard from. — ED.]

Whittaker Takes a Record.

[Special Despatch to the WORLD.]

CHICAGO, 14 Sept.

WHITTAKER broke the ten mile road record by three minutes, 13 September, riding a Champion bicycle. VERAX.

[Mr. Verax does not give the time made, so we cannot verify the claim. — ED.]

THE RUDGE HUMBER TANDEM.



202 MILES IN 24 HOURS.
By W. H. HUNTLEY & H. D. COREY.
SEND FOR CATALOGUE.
TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.
152 to 158 Congress St., Boston, Mass.
NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

WE WILL ABSOLUTELY GUARANTEE

THE ✣ AMERICAN ✣ SAFETY

TO BE THE

Easiest Running Bicycle in the World!

AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL, TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine, because they know it is the best, and therefore the mount for their personal use.

Dayton, Ohio, Aug. 13, 1886.

Messrs. Gormully & Jeffery.

Dear Sirs:—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have, for the last five years, been riding an —— but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount. Very respectfully, A. W. GUMP.

Indianapolis, Ind., May 6, 1886.

Messrs. Gormully & Jeffery:—Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly, C. F. SMITH, Mgr. Indiana Bicycle Co.

New Haven, Conn., June 3, 1886.

Messrs. Gormully & Jeffery:—The 42-inch Safety has arrived and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON, Pres. and Treas. Am. Bi. Co.

The last edition of our Catalog, printed in July, and containing detailed descriptions of this and of our other excellent Cycles, mailed FREE.

GORMULLY & JEFFERY,

CHICAGO, ILL.

He Fails through an Accident.

W. H. HUNTLEY, of the Nonantum Club, has had a desire to beat McCurdy's 24-hour record over the course on which that big ride was made, and so on Monday, at 11 A. M., he made a start. Bad luck struck him on the first lap, as in trying to avoid a team he turned too quickly and was thrown from his wheel, spraining his left arm badly. His machine was unhurt, and after a moment's delay he was *en route* once more. D. Drummond and H. W. Moore took him over the course the second time. A rest of one minute on the first, second and third lap was indulged in. At 3.33 he had finished the fourth lap, was 51½ miles on his way, was 10 minutes ahead of his schedule time, and also ahead of McCurdy's. He rested twelve minutes, was rubbed down and his arm attended to; it was paining him very much, and was worse than useless. Daniel Drummond and A. Porter took him the next lap in fifty-seven minutes. On the finish of the eighth lap he had done one hundred and two miles in seven hours and forty-five minutes, thus beating the hundred-mile American road record by fourteen minutes. His stomach now began to trouble him, and that, together with his bad arm, made riding anything but pleasant. Pluckily he stuck to it, however, and with a rest of thirteen minutes, after the tenth lap (127¾ miles), he revived somewhat, but not much. All he could take and retain was a little oyster broth and tea. At eleven o'clock P. M., while riding the twelfth lap, on the corner of Derby and Cherry streets, he was thrown from his wheel by a large stone which lay in the street. He was badly cut about the head and face, and his left arm was terribly hurt again. We cannot conceive any one being brutal enough to place the stone in Mr. Huntley's way on purpose, yet that theory has been advanced, and we hope it will be disproved.

We append a table, showing his time and distance up to the completion of the eleventh lap.

Laps.	Starting time.	Return.	Rests.	Miles covered.
1	11.00	11.47	2m.	12 13-16
2	11.49	12.38	1m.	25 5-8
3	12.39	1.33	1m.	38 1-8
4	1.34	2.33	12m.	51 1-8
5	2.45	3.42	1m.	63 15-16
6	3.43	4.39	5m.	76 3-4
7	4.44	5.51	4m.	89 1-2
8	5.45	6.45	16m.	102 1-4
9	7.01	8.01	1m.	115 1-16
10	8.02	9.08	13m.	127 7-8
11	9.21	10.27	1m.	140 5-8

The actual measurement, of course, as made by E. S. Smilie, civil engineer, is 12.864 miles, which is 52-1000 of a mile more than the cyclometer measurement. Mr. Huntley rode a 55-inch Rudge Light Roadster, weighing thirty pounds.

Messrs. Child and Corey did not try for the tandem record, the machine they were to ride not having arrived. This will be attempted later.

THE medal for the championship of Colorado is a handsome affair and is the donation of H. S. Porterous, of Denver, Col.

A Long Island Record.

MR. F. B. HAWKINS, of the Brooklyn Bicycle Club, put 202 miles behind him in 24 hours, starting from the club rooms, 112 St. Felix street, Brooklyn, at 1.25, A. M., last Saturday. Pace makers and checkers were with him all the time, and at no time was the route traversed more than once. At 11 P. M., Saturday, the crank of Mr. Hawkins' machine broke, he at that time having covered 192 miles in 21 h. 35 m., with 2 h. 20 m. for stops. Instead of giving up, Mr. H. continued to walk his machine the remaining 2 h. and 25 m., and in that way put the extra ten miles behind him. No doubt but that Mr. Hawkins could have done 220 miles easily. During the first twelve hours he covered 115 miles.

News and Opinions, in Brief.

HERE we are in the very midst of tournament time. Hartford gone and what there is of Springfield, as we go to press, half gone.

* * *

WHO would not spend his last cent to see Hendee and Rowe race, and *then* see the winner ride F. Wood?

* * *

HOWELL got scared and did not come over when he found out that some of the "pro." races were handicaps. Further Dame Rumor saith that Howell is a trifle afraid of Wood since he had his bad fall, not having entirely recovered.

* * *

MESSRS. WARNER and Dakin, of the L. A. W. touring party, met with a bad fall in descending a hill leading into Ithaca, N. Y. It is feared Dakin is very seriously injured.

* * *

J. E. FENLON and F. Lees have been in Christiania, Norway, scooping records and prizes from the Norwegians.

* * *

GEORGE MOORE is a great cycling artist, and his cartoons, issued by the *Bicycling News*, are undoubtedly the best things of the kind on record.

* * *

NOTHING can be said to the contrary to make us feel that G. L. Hillier has treated Americans and America fairly.

* * *

THIS does not lead us to sympathize with the word handling he sometimes receives at the hands of the *Times*.

* * *

STILL we think Mr. Hillier has placed himself on the same level, as some of his leaders have been worthy of a professor in Billingsgate.

* * *

ENGLISH exchanges this week are very bare of racing news. Nothing much has been done there lately, so far as advices have reached us.

THE *Lynn Bee* says there is a young man on that track, training, who can make Rowe turn navy blue with envy; "2.30 will be simply a modest practice spin for him." Well, well! we shall adjust our specs and look for that young man.

* * *

FROM some of our exchanges we judge there is some friction among the committee men and officials of the St. Louis torchlight parade.

* * *

THE race track at Long Eaton is inferoir to those at Springfield or Lynn. Furnivall's time of 2.30 is, therefore, a marvellous record.

* * *

AND yet, Mr. Hillier, we have not the cheek to doubt the honesty and truth of this record, or that of Gatehouse on a tricycle doing 20¼ miles in the hour.

* * *

G. SHARPLESS, Jr., of Liverpool, England, a lad of sixteen years, has just accomplished one hundred miles in twelve hours. For age, we believe this stands record.

* * *

IT is moved by *Wheeling* that Furnivall, Gatehouse, and Allard have a race to see which is the best man on a tricycle.

* * *

WE second the motion and amend by naming Springfield or Lynn track as the place of meeting, then the records would go.

* * *

MECREDY, the Irish flyer, *dbuted* at Monasterevan, in 1883, and his racing career is said to have been one of steady success and gain in personal popularity.

* * *

MR. JAMES LENNOX has been confined to his bed ever since his unfortunate attempt to beat the John o'Groats-to-Lands End record.

* * *

Wheeling says: "The records down at Long Eaton are so many nails knocked into the coffin of scepticism about Springfield records."

* * *

When we look back and think how we felt when the great Cortis had accomplished twenty miles in the hour, had any man said then that the tricycle would accomplish it also, we should have laughed in his face.

* * *

ALL of which goeth to prove that possibilities and probabilities have not by any means been exhausted even yet.

* * *

WHEN this paper reaches many of our readers, we predict that 2.30 for the mile will no longer be the best on record.

* * *

WE are told that Mr. Ducker and his better half are enjoying the pleasures of a Marlboro tandem.

If, as it is said, Chief Consul Huntington, of Hartford, will be a candidate for president of the L. A. W., then the World is in for him, heart and soul.

* * *

The Waltham Ramblers did the thing up brown on the occasion of the illumination of Charles River last Thursday night. They kept open house at their club rooms on Moody street, giving visiting wheelmen a great spread.

* * *

Mr. J. M. Barnes, secretary St. John, N. B. Bicycle Club, paid us a visit last Monday. He has come on to take in the big tournament.

* * *

Dr. Kendall's picture of the Boston Club mermen is greatly admired and much sought after by those who have seen them. But some of the mermen object.

* * *

Charles E. Gates, Captain of Chatauqua Wheelmen of Gerry, N. Y., recently rode from his home to Minnetonka, Minn., on a 48-inch Star.

* * *

A Mr. W. N. Durgin and wife, of Lynn, have been touring through New York State on a tandem.

* * *

Stall is fast developing into a first-class photographer. Whatever W. W. undertakes he does well, and photography is no exception.

* * *

By the way, Stall has "an exclusive" in photographing things at Springfield and Lynn; as to results, we will report later.

* * *

No "shortage" on the Boston Club 100-mile course this year, careful measurement and survey will place the distance beyond cavil.

* * *

In answer to queries we say, that so long as Corey and Huntley do not make any claim for *record* in their late tandem "ride" the A. C. U. and L. A. W. can do nothing.

* * *

The L. A. W. Racing Board will not allow the reinstatement of the following men: C. E. Whitney, George S. Porter, W. H. Senter, S. L. Truesdale, C. E. Whitten, W. Lewis, W. M. Haradon.

* * *

Considering H. E. Bidwell is said to be suffering from malaria, he made a plucky effort in the tandem race at Hartford last week. Malaria and a heavy machine are too much handicap.

* * *

If papers would cease to notice maniacs, who risk their necks and set bad examples by riding over narrow copings at high altitudes, it would be a good thing for the community at large.

All Sorts and Clippings.

We are counselled by *Recreation* to inquire for Higgins's tea strainer if ever we visit Oration Hall, Jersey City. Is that what Jerseymen take their lightning in now, Fred—erick? My, we almost forgot.

Mr. John H. Cunningham, of Westminster, Md., writes: The 54-inch American Rudge received, all O. K. It is a beauty. In my experience of six years the American Rudge is the most reliable wheel on the market to-day. It gives splendid satisfaction.

"Hullo, Frank! (Egan) Hullo-o-oo!"

"Hullo, Fred—erick! Where did you get the telephone?"

"Borrowed it from Corey."

"Who 's Corey."

"Why, the fellow who built a hill and named it after him, and now climbs up and down, and says it 's the machine that does it."

"You must have been to Boston. Who did you see there?"

"Oh! I saw Bassett and Pope and Howard and Atkins and ——"

"That 's enough. What was Bassett doing?"

"Oh! Bassett was clipping things from the *Sporting Life*, 'Gleanings from Gotham,' and other meritorious subjects, without credit. I say, Frank, it 's a case of shear desperation."—*Jenkins in Bulletin.*

W. M. Frisbie, of New Haven, expresses himself thusly: "It is with pleasure that I can, with others, say, at last we have found a perfect wheel in the New Rapid, with the true tangent wheel, long cranks, long handle bar, and rigid forks. The New Rapid has given me more easy riding than I ever had on any other machine I have ever ridden. It is simply a matter of trying a machine to buy it."

The reason why Wood, James, Gaskell, and others did not ride at Pittsfield was because they were afraid of the track, and did not want to run any risks of accident, which might bar them at Springfield and Lynn.

Sporting Life, London, has the following: "The executive (of the N. C. U.) had before them the cases of three prominent racing men, who were suspected of being paid by cycle manufacturers for riding, and, under the powers given to them by the rules, they suspended the riders until they clear themselves to the satisfaction of the executive. The cases of other riders are under consideration, and will be dealt with in due course."

Dan. G Kirshbaum, of Burlington, Iowa, writes: "I have just returned from the Iowa Division tour from Des Moines to Spirit Lake, a distance of two hundred and eleven miles, and can say that the Rudge Light Roadster stands the racket as well, if not better than the heavier machines. I have had my wheel nearly a year, and have not paid out a cent for repairs."

There seems to be a doubt in some minds as to the genuine slipping of the pedal by Rowe, when Ives beat him at Pittsfield. There is no reason to suspect anything crooked in this case. A man may slip his pedal, and yet not fall; it has been done time and time again.

The new alterations in the Traveller Tandem makes it the most perfectly adjustable tandem in the market. Besides having both front and rear seats adjustable in height, and forward and back, the handle-bar is now adjustable, as well as detachable. The front seat by a new arrangement may be dropped low enough for the shortest of lady-riders. W. B. Everett & Co. import the Traveller.

There is quite a demand for George Weber's picture, climbing Corey Hill. For sale by the Cyclist Photo. Co., 176 Tremont street.

E. C. Hodges is convicting or acquitting criminals now. If any of his friends want to get disliked, let them go into the Superior Criminal Court and grin at the genial Ned as he sits in the jury box.

The Orange Wanderers.

New resolutions to be moved at September meeting. *Whereas*, the Common Council of Orange, and the township committees of West Orange and of South Orange, have passed ordinances regulating the use of bicycles and tricycles, and

Whereas, these ordinances compel cyclers to blow a whistle or ring a bell continuously, and carry a lighted lamp between the hours of sunset and sunrise;

Whereas, the bicycle and tricycle have been decided to be ordinary vehicles by the Treasury Department at Washington, and by judicial courts in all parts of the United States, and are entitled to all the uses and privileges of the public highways, accorded by law to other vehicles, and

Whereas, these ordinances passed by the city and townships before mentioned discriminate unjustly and illegally against bicycles and tricycles, and are therefore unconstitutional and void: Therefore be it

Resolved, that the Orange Wanderers do earnestly recommend and urge an immediate repeal of the ineffective ordinances now standing, and the substitution therefor of the following, either or both as may be deemed advisable:

1. An ordinance to regulate the use of bicycles, tricycles and other rubber-tired vehicles upon the public highways.

Be it enacted, that every rider of bicycle, tricycle, or other rubber-tired vehicle, shall on overtaking and passing any other vehicle or foot-passenger, ring a bell, blow a whistle, or otherwise notify the

TRIGWELL'S BALL-BEARING HEAD

Is Enough in Itself to Determine One in Favor of the

ROYAL MAIL

THE ONLY WHEEL HAVING THIS HEAD!

We are Receiving the Highest Testimonials, Truly the Wheel of the Year.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says:—

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY, Hon. Sec. of the L. B. C., says:—

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says:—

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

From "WHEELING," 1 Sept., 1886.

We seldom remember such unanimity as prevails with reference to the ball-bearing head of Trigwell, Watson & Co. Not a man who has tried it is there who does not swear by it as the greatest thing in bicycle manufacture of the day.

A Trigwell patent ball-bearing head was fitted in the machine of Mr. Mills on which he made the existing bicycle record for the Land's End to John O'Groat's ride, though he rode another machine not fitted with this head when he made the 24-hours record. The longer ride, however, was by far the best test for this well-appreciated head-piece, whose merits are so pronounced that no bicyclist should be without it.

Mr. HARRY JONES, of the Haverstock C. C., says:—

My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says:—

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

We have Royal Mails, either with old Model Heads and Cemented Tire, or Ball Head and Cemented Tire, or Ball Head and Grip Fast Tire.

THE WHEEL OF WHEELS!

In selecting a wheel, get the Latest Improved. The Excellence of the Royal Mail Bicycle is too well known to need description. We take Other Wheels in Trade, and can Allow More Now for Old Wheels than Able to in the Spring. Try a Royal Mail A Few Second-Hand Ones in Stock. Send for Circulars.

WM. READ & SONS, 107 Washington Street, BOSTON, MASS.

SOLE AMERICAN AGENTS.

occupants of said vehicle, or said foot-passenger, of their approach.

And be it enacted, that a failure to comply with the requirements of this ordinance, resulting in accident or other injury to life and property, shall subject the offender to a fine of the full amount of damages with costs.

2. An ordinance to compel the carrying of lighted lamps on vehicles from one hour after sunset to one hour before sunrise.

Be it enacted, that every person riding or driving any vehicle upon the public highways, between the hours of one hour after sunset and one hour before sunrise, shall cause to be affixed to said vehicle, and kept lighted, a lamp or lantern in such a position as to throw a white light in the direction in which the vehicle is travelling.

And be it enacted that a failure to comply with the requirements of this ordinance, resulting in accident or other injury to life and property, shall subject the offender to a fine of the full amount of damages with costs.

RACING NEWS.

W. A. Ilston, at Jarrow on Tyne, is credited with doing the last quarter mile in a race in 34 2-5s. If this is correctly reported, it beats Furnivall's time made lately.

Too bad that Foster, Crist, and Brown took a header in the one-mile amateur race at Hartford. Foster is a great find, and if we mistake not, he would have been a *Rich* find in more ways than one, in that race.

Billy Rowe did not like to see that special medal go to F. Wood. Considering the track and Wood's condition, the time for the mile, 2.33, was marvellous.

Howard Hart, the man who won the five-mile Conn. championship had been on a racer for the first time a day or two before the race. New Britain was painted a bright red hue in consequence of his brilliant victory over DeBlois.

Tom Eck had the satisfaction of pushing off four winners at the Hartford tournament, last week Thursday.

Ives will prove the best all-round man in the Victor team. He has got good judgment, and always keeps a spurt in reserve for necessity.

That Hendee or Rowe will race Wood at Springfield, is now pretty well understood, unless some unforseen stumbling block is encountered.

The boys at Pittsfield evidently had an eye to the handicaps to be made at Springfield, as the times made were all slow.

We are sorry to note that the "Gate" at Pittsfield, fell short of expenses about $500. It seems that the raise of price of admission to fifty cents, was not a wise move.

F. Lees, at Christiania, Norway, lately rode ten meters (6 1-4 miles) in 18.10 1-4.

Prince and Wood did not favor the Pittsfielders with their presence on the track.

Ives's victories over Rowe in the five-mile handicap races on 11 September, was a surprise to Billy Rowe and his friends. Rowe had Ives on the homestretch, but Ives put in one of his patent spurts, and won handsomely.

Crocker, the "new pro." is shaking up the boys in fine shape. His first appearance as a professional was at Pittsfield, and his performances there will give lots of zest to the races he is to participate in at Springfield.

The second annual fall race meeting of the East Hartford Wheel Club, will be held Wednesday, 29 September, at 2 P.M., on the East Hartford Wheel Bicycle Track. The track, which is four laps to the mile, has been greatly improved, and will be in fine condition for the races.

The list of events is as follows:

Two-mile open, novice.
One-mile open.
Two-mile club, novice handicap.
Three-mile open, lap race.
One-mile open, 3.20 class.
Two-mile open, handicap.
Five-mile open.
One-mile open, handicap.
One-mile open, consolation.

The races will be run under L. A. W. rules. There will be two valuable prizes in each race. An entrance fee of fifty cents will be charged for each race. The committee reserve the right to refuse any entry. Entries close 24 September, with E. E. Arnold, Box 173, East Hartford, Conn.

Pittsfield, Mass.

Pittsfield, Mass., 10 September: First day.

One-Mile Novice.—I. H. Livermore (1), F. H. McKee (2). Time, 3.22 1-5.

Two-Mile Berkshire County Championship.—H. Lee (1), W. H. Sheridan (2). Time, 10.26,

One-Mile Promateur.—W. A. Rowe (1), C. E. Kluge (2). Time, 2,48.

Five-Mile Professional.—W. M. Woodside (1) H. G. Crocker (2). Time, 15.37.

Half-Mile Amateur.—E. A. DeBlois (1), W. H. Langdown (2). Time, 1.29.

Two Mile Promateur.—G. Hendee (1), F. F. Ives (2). Time, 6.07 2-5.

Three-Mile Berkshire County Wheelmen Championship.—H. Grant (1), —Sheridan (2). Time, 10.02.

Five-Mile, Amateur Handicap.—E. B. Smith, 650 yards (1); E. A. DeBlois, scratch (2). Time, DeBlois, 15.36.

Pittsfield, Mass., 11 September: Second day.

Half-Mile Promateur.—E. P. Burnham (1), C. E. Kluge (2). Time, 1.21 1-2.

Three-Mile Professional.—R. A. Neilson (1), W. M. Woodside (2). Time, 9.11.

Two-Mile, Open.—F. Foster (1); —Kavanaugh (2). Time, 6.12.

Five-Mile Promateur, Handicap.—F. F. Ives, 150 yards (1); W. A. Rowe, scratch (2). Time, 17.2 4-5.

One-Mile, 3 Minute Class.—W. H. Langdown (1), —Ware (2). Time, 3.4 4-5.

One Mile Professional.—H. G. Crocker (1), W. M. Woodside (2). Time, 2.59.

Three-Mile Lap Promateur.—G. Hendee (1), Stone (2). Time, 9.36 2-5.

Five-Mile Amateur, Open.—F. Foster (1), W. H. Langdown (2). Time, 16.41 1-5.

One-Mile Consolation.—P. S. Brown (1), W. E. Crist (2). Time, 3.25.

Officers:

Referee.—D. E. Miller, of Springfield.

Judges.—W. W. Whiting, L. L. Atwood, of Pittsfield, and Ernest Thompson, of Lenox.

Timers.—John N. Robbins and J. G. Burch, Jr., of Albany.

Baltimore County, Md.

Baltimore County, Md.—Held in conjunction with the Baltimore County Fair, 9 September. Results:

One-Mile Race.—R. Whittingham (1), in 3.38 1-2 J. H. Cunningham (2).

One-Mile-and-a-half Tug-of-War.—Won by the Maryland Bicycle Club.

Three-Mile Handicap.—Won by J. H. Cunningham, in 11.38 1-2; J. D. Lord (2).

One-Mile Consolation Race.—Won by F. Pope, in 4.01; F. Clotworthy (2). The track was a half-mile, of heavy clay loam, made somewhat sticky by rain, on which fast time was impossible, and where endurance told better than speed.

Harlem Wheelmen's Race Meet.

Fair weather, a miserable four-lap, sharp-cornered cinder path, a first-class band, a thousand people, and an efficient corps of officers, were the successful factors of the Harlem Wheelmen's race meet, held last Saturday afternoon. While no fast time was made, the finishes were most exciting, and the spectators bubbled over with enthusiasm several times. Summary:

One-Mile Novice.—First prize, gold medal, Joseph W. Whitson, Mercury Wheelmen's Club, 3.25 3-4.

One-Mile Race.—Gold medal, E. T. Halstead, Harlem Wheelmen, 3.28. In this race E. R. Samson, Montclair Wheelmen, fell when within ten yards of finish. His machine ran into Halstead's, and broke the wheel.

Two-Mile Handicap.—A. F. Edmans, Troy Bicycle Club, 6.46 1-2.

One-Mile Club Championship.—J. W. Powers, Jr., 3.18 3-4.

Three-Mile State Championship, New York State Division, L. A. W.—A. B. Rich, S. I. A. C., American champion, 11.2 1-4.

Two-Mile Lap or Record Race.—Record not broken; A. B. Rich, no time taken.

Quarter-Mile One Legged Race.—E. J. Halstead, Harlem Wheelmen, 59 1-2s.

One-Mile Club Championship.—Morrisania Wheelmen, W. A. Carpenter, 3.49.

Half-Mile Without Hands.—A. F. Edmans, 1.49 1-2.

Two-Mile Team Race.—Kings County Wheelmen and Harlem Wheelmen contesting; Kings County team won, A. B. Rich coming in first. The prize was a silver cup, twenty-three inches high.

North Attleboro', Mass.

North Attleboro', 14 September.—The annual bicycle races under the auspices of the Attleboro' Farmers and Mechanics Association, was held at North Attleboro', 14 September. The association placed the management of the races in the hands of a committee from the Columbia Bicycle Club, and under the management of its efficient chairman, Mr. O. W. Clifford, proved a grand success. Owing to the strong head wind which blew down the homestretch, the time was slow, but the time made in some of the events was faster than had been made previously on this track. W. H. Senter who was entered for the one-mile handicap, was protested as a professional, and debarred. Mr. Gilligan, the referee, announced that Senter would attempt to lower the time made by the winner of the race, from which he was debarred, and if he succeeded, a special prize would be awarded. Senter started, but did not succeed, his time being 3.22 1-2.

The attendance was the largest in the history of the organization.

Hon. J. D. Long, was an interested spectator during the bicycle races.

The medals given by the association, were very fine.

Half-Mile Open.—Frank G. Gibbs, Cambridge (1); H. Wilmort, Attleboro' (2). Time, 1.29.

One-Mile Novice.—W. L. Brown, Brockton (1); M. D. Livingston, Attleboro' (2). Time, 3.18 3-4.

In this race John E. Tweed, of Brooklyn, took a bad header on the first lap, which threw him out of the race.

Three-Mile Lap.—D. C. Pierce, Brockton, 14 points (1); F. W. Perry, Boston, 12 points (2).

One-Mile Handicap, Boys under 18 years.—H. Wilmouth, Attleboro', 35 yards (1); Herbert Moore, Newton, 35 yards (2); W. H. Senter, Rockland, Mass.; (0); Ed. Severance, Brockton (0); W. W. East, E. Cambridge (0). Time, 3.07 1-2.

Severance fell about forty feet from tape. East took a header at first turn and retired. Severance mounted and made a good fight. Senter was protested as a professional, and debarred.

One-Mile Open.—F. B. Brigham, No. Attleboro' (1); D. C. Pierce, Brockton (2). Time, 3.06 1-4. Best previous time, 3.14 on this track.

One-Mile 3.30 Class.—W. L. Brown, Brockton (1); J. E. Dawson, Pawtucket, R. I. (2). Time, 3.11 1-4.

One-Mile Columbia Bi. Club Handicap.—John E. Doran, Attleboro' Falls, 165 yards (1); F. B. Brigham, No. Attleboro', scratch (2). Time, 3.10 1-4.

Two-Mile Open.—H. Wilmarth, Attleboro' (1); D. C. Pierce, Brockton (2). Time, 6.53 1-4.

Half-Mile Handicap, Boys under 15 Years.—Wallace Franklin, No. Attleboro', scratch (1); Frank P. Bennett, No. Attleboro', 50 yards (2); Arthur W. Porter, Newton (0). Time, 1.46 3-4. Porter was protested and debarred.

Two-Mile Team Race.—Brockton Club, Brockton (1); Columbia Bicycle Club, No. Attleboro' (2); Pawtucket Club, Pawtucket, R. I. (0); Bristol County Wheelmen, Warren, R. I. (0). Time, 6.48.

Officers:

Referee.—J. J. Gilligan, Boston.

Judges.—F. H. McLaughlin, Boston; C. S. Davol, Warren, R. I.; Geo. C. Newell, Pawtucket, R. I.

Timers.—E. I. Franklin, R. F. Simmons.

Handicapper.—T. E. Bell.

Hartford.

Hartford, 8 September:—First day.

One-Mile Amateur, 3.10 Class.—Prizes, first, gold medal; second, gold and silver medal; third, silver medal. W. L. Prior (1), 2.53 3-4; W. S. Hart (2).

Quite a good race, and had Harding saved himself in the first a bit, he would have stood a better show for a place.

One-Mile, Promateur, 2.40 Class.—Prizes, first, solid silver brush and comb; second, rifle. F. F. Ives (1), 2.54 1-4; H. Crocker (2).

The men stood off slow, but Ives, on the turn, started to make pace. Kluge, however, took things in his hands for a couple of quarters. Ives here made one of the handsomest sustained rushes we ever saw, and came home a handy winner.

Three-Mile, Professional.—Prizes, first, $75; second, $50; third, $25. F. Wood (1), 8.59 1-2; W. M. Woodside (2).

As usual a procession, and was practically a quarter-mile race. On the home run Woodside challenged for the lead first. Wood, however, went for him, and barely won by a few inches.

One-mile Promateur, A. C. U. Championship.—Prizes, silver shield and gold medal. George M. Hendee, Springfield (1); W. A. Rhodes, Dorchester (2), Time, 2.38 3-5.

Hendee, of course, won as he liked, but the race for second place was a good one, between Rhodes and Adams. The former got it, however, by ten yards.

Two-Mile Amateur, Handicap.—Prizes, first, Columbia Light Roadster, presented by Weed Sewing Machine Company; second, diamond and ruby horse-shoe scarf pin. H. S. Hart, New Britain, 125 yards (1), E. A. DeBlois, Hartford, 60 yards (2). Time, 5.42 1-4.

The handicapping was done well, and resulted in bringing the men all well up at the finish. Hart will not get that same handicap again over DeBlois, we think.

One-Mile Promateur Tricycle.—Prizes, first, spider scarf pin, diamond and sapphire; second, pearl handled revolver. E. P. Burnham, Newton, Mass. (1); F. F. Ives, Meridan, Conn. (2), Time, 3.9 1-2.

The only racing was on the homestretch, when Ives made a hard challenge for first place.

Three-Mile Amateur, Open.—Prizes, first, diamond ring; second, solid silver shoe set in plush case. Fred Foster, Toronto (1): A. B. Rich, New York (2). Time, three miles, 9.13.

A good race from start to finish. The young Canadian showing up well.

Ten-Mile Lap Promateur Race.—Prizes, first, diamond ring; second, hall mirror. W. A. Rowe, Lynn, 38 points; W. A. Rhodes, Dorchester, 32 points. Time, 2.58, 3.57, 9.2, 12.11, 15.16, 18.26, 21.37, 24.45, 27.53, 30.57. Time for Rhodes, 31.5.

A walk over for Rowe who took the laps as he wanted.

One-Mile Amateur Team Race.—Prizes, first and second, engravings, four teams entered. E. A. DeBlois, Hartford Club (1), William Harding, Hartford Club (2); W. L. Prior, East Hartford Club (3); H. E. Bidwell, East Hartford Club (4); E. L. Horton, East Hartford Club (5); H. A. Chapman, Hartford Club (6). Time, 2.50.

A game race for blood from the word go, but the Hartford Club scored first and second, and so got the race. Abbot Bassett refereed the races.

Hartford, 9 September:—Second day.

One-Mile Amateur Handicap, Hartford Wheel Club.—Prizes, a gold and a silver medal. G. C. Dresser, 170 yards (1); E. A. DeBlois, scratch (2). Time, 2.42 1-2 for scratch man.

DeBlois showed himself a man of metal, but the 170 yards of Dresser was too much for the plucky fellow to cut down.

One-Mile, Promateur Open Race.—Prizes, a diamond stud and a gold watch chain and charm. W. A. Rowe, Lynn (1); F. F. Ives, Meriden (2). Time, 2.41 1-4.

The interest centered on the man who would get second place. Ives and Stone finished a pretty race for that position, in favor of Ives.

One-Mile Professional, Handicap.—Prizes, $100, $50, $25. Entries eight. F. Wood, Leicester, England, scratch (1); R. A. Neilson, Boston, 25 yards (2); W. M. Woodside, Minneapolis, 15 yards (3); W. J. Morgan, Springfield, 110 yards (0); R. James, Birmingham England, 25 yards (0), T. Merrill, Portland, O 125 yards (0); C. F. Frazier, Smithville, N. J., 60 yards. Times, 39 1-4s., 1.18, 1.57, 2.33. For Neilson, 2.33 1-4.

The race of the day, and worth a trip to Hartford to witness. Wood's magnificent performance elicited the most boisterous enthusiasm. His 2.33 being the fastest mile ever made in a race.

Three-Mile Promateur Tricycle.—Prizes, first, alligator travelling bag, completely furnished; second, alligator travelling bag. E. P. Burnham, Newton (1); F. F. Ives, Meriden (2). Time, 9.30 1-2.

Only two started, and there was little interest in the race. Ives is a good man on a tricycle, but Burnham is apparently a bit better.

One-Mile Amateur Race.—Prizes, first, a shot gun; second, pearl handled revolver. A. B. Rich (1), W. H. Gaskell (2). Time, 2.46 1-2.

An unfortunate accident to Brown, Crist, and Foster, on the first quarter spoiled interest in the race. A collision spilled these three men off, but luckily with no serious results. Gaskell made a very pretty race for second place with Heath.

Five-Mile Professional Lap.—Prizes, $100, $50, $25; entries, seven. W. M. Woodside, Minneapolis, 23 points (1); R. A. Neilson, Boston, 17 points (2); W. J. Morgan, Springfield, 16 points (3); F. Wood, Leicester, England (out); C. F. Frazier, Smithville, N. J. (out). Time, 15.59.

Wood was looked on as a pretty sure winner in this race, but his effort in the one-mile race, and the effec of his recent voyage were too much for him, and so he pulled out on the third mile. Neilson and Woodside made it very interesting, both men riding in fine shape. Morgan was at one time hopelessly without a place but the retirement of Wood and Frazier allowed him to pluck a place out of an apparent positive defeat.

Two-Mile Amateur Tandem Tricycle.—Prizes, first, two gold-headed canes; second, two silver-headed canes. W. E. Crist and P. S. Brown (front man) (1); F. C. Jackson and H. E. Bidwell (front man) (2). Time, 5.58 1-4.

Bidwell and mate made a plucky ride for place, but they were handicapped by having a heavy road machine. Crist and Brown had it all their own way, beating their opponents by one eighth of a mile.

Five-Mile Promateur Race.—Prizes, first, a shot gun, and second, a fishing set. G. M. Hendee, Springfield (1); W. A. Rhodes, Dorchester (2); E. P. Burnham, Newton, and C. E. Kluge, Jersey City, did not finish. Time, 16.7 1-2.

A heavy shower delayed this race, and made the track perfectly awful. Just as soon as the rain let up the men were sent on their way rejoicing (?) Kluge had enough of it after about two miles, and Burnham was badly left by the leaders, and did not finish. It must be remembered, however, that Burnham is still suffering from the effects of a bad sprain of his wrist. Rhodes cut the pace in fine shape, and considering the condition of the track, the time was very good.

Five-Mile Amateur State Championship.—Prizes, first, a gold medal; second, a silver medal. H. Hart, New Britain (1); E. A. DeBlois, Hartford (2). Time, 17.8 1-2.

A magnificent race from beginning to end. The men kept all together, and rode at a good pace. DeBlois was looked on as a sure winner, till within ten yards of the finish, and did lead at this point, but Hart, by a good spurt crossed the line barely two feet in front. The New Britain men were wild with excitement.

One-Mile, Consolation.—Three prizes. W. H. Langdown, New Zealand (1); C. D. Heath, Lee (2); H. K. Lee (3). Time, 3.4.

The last event of the meet, and was well run for by the New Zealander, who won as he pleased.

Rowe was to have attempted a mile against time, but the muddy condition of the track compelled him to give up the trial. Wood will receive a $50 gold medal for his performance.

The officials were as follows:

Referee.—Abbott Bassett.

Judges.—F. Morris, J. G. Burch, Jr., of Albany, A. Kennedy Child, of Ripley Road Club, London, H. D. Corey, of Boston.

Timers.—F. G. Whitmore, Col. Henry Kennedy, George Best, of Hartford.

Scorer.—F. E. Belden, of Hartford.

Starter.—A. J. Wells, of Hartford.

Clerk.—E. G. Judd, of Hartford.

Elmira, 6 September:

One-Mile Novice.—J. E. Colket (1), 3.06 1-2; R. V. Smith (2).

Half-Mile, Dash.—C. E. Titchener (1), 1.25; J. W. Bowman (2).

Two-Miles, 6.50 Class.—J. C. Zimmerman (1), 6.35 1-2; J. E. Colket (2).

One-Mile, Open.—S. P. Hollingsworth (1), 2.52; H. C. Hersey (2).

One-Mile Handicap.—J. C. Zimmerman, 150 yards (1); S. P. Hollingsworth (2), 2.51.

Two-Miles, Open, Lap.—S. P. Hollingsworth (1), 5.52 1-5; C. E. Titchener (2).

One-Mile, Consolation.—E. P. Cochrane (1), 2.59 2-5; G. L. Davis (2).

The officers were as follows:

Referee.—J. C. Carpenter, Wilkesbarre.

Judges.—J. A. Dayton, Williamsport; Hugh Kendall, Corning; Burt Leeman, Binghampton.

Timers.—S. Steuben, Williamsport; Arthur Monies, Scranton; H. B. Berry.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc. Also, sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bi. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Papa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes.

Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25, post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

FOR SALE OR EXCHANGE

Advertisements under this head, FIVE CENTS a line.]

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — Copy of *Outing*, from October, 1883, to August, 1886, inclusive, at cost, $7.85. W. H. MIDDLETON, Harrisburg, Pa.

FOR SALE. — Pair Eolus Ball Pedals, never been used. Price, $7, cost $11. Also, pair Rat Trap Ball Pedals, nearly new. Price, $5, cost $11. Address G, this office.

APOLLO BICYCLE. — 52-inch ball bearings, all round, Lillibridge saddle; Kelsey spade handles, new, never used. Cost $147, price $115. Can be seen at J. F. WITHERELL, 181 Tremont Street.

FOR SALE. — One 44-inch Facile bicycle, perfectly new; great bargain. at $110, cost $135 one month ago. Address at once, Box D, care of Savage & Farnum, Campau Building, Detroit, Mich.

GREAT BARGAINS!! — Humber Tandem tricycle, $125; 48, 52 and 54-inch Expelts; 48 to 52-inch Standard Columbias; 52-inch Victor, new. Very cheap to close. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. MCLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — One 54-inch Victor bicycle for sale, in first-class condition, 1885 pattern, price reasonable. Address Box 502, Marlboro', Mass.

FOR SALE. — One 58-inch Rudge Light Roadster, to be sold at once. In good condition; (looks almost like new). Price, $80.00. Will send by freight or C. O. D., for examination. Address, C. E. Fitz, 335 Broadway, Somerville, Mass.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

FOR SALE. — Quadrant Tandem, built by Lloyd Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

The King Safety Bicycle



Will be Appreciated by All.

As a Roadster, because it is propelled by levers, giving a constant application of power, so highly prized on a ndy or muddy roads and in hill climbing.

For Safety, because, the treadles, being in the rear of the hub, there is an uplifting at the fulcra in front, removing the danger of "taking a header."

For Convenience, because it can be run backwards, has the silent coasting rachet, and any rider can tighten a loose spoke with a spoke tightener, or insert a new spoke. Extra spokes sent with each bicycle.

For Increase of Power, because the new motor, utilizing the weight, and the natural position of the hands, enable the rider to greatly increase the pressure upon the pedals.

For Ease of Running, because the new adjustable anti-friction bearings run very easily, are very durable, and cannot roll together.

For Durability, the new hollow-felloe rim being very rigid, and the new tangent spokes interlaced, makes a very strong wheel.

Secured by United States Patents, and pending United States and Foreign Applications by the Inventor, Rev. HOMER A. KING, Springfield, Mass.

Manufactured at the Celebrated Cycle Works of the Ames Manufacturing Company.

Special Offer: A Discount of One Tenth allowed to any Clergyman.

SPRINGFIELD, MASS., Aug. 12, 1886.

I have ridden a crank wheel for five years, and the past few months have ridden the King Safety Bicycle on the track and over rough roads, through mud and sand, up hill and down. In ascending a hill the weight can be utilized as well as muscle, and in coasting down hill the King Safety beats all others. It runs more easily than the crank wheel, and is safe against headers, as the weight is always on one pedal in the rear of the hub. There is no machine more easy to mount and dismount. I have let many ride it, and they are all delighted with it. CHARLES QUIMBY.

AGENTS WANTED.

THE KING WHEEL CO.,

51 Barclay Street, New York.

THE BICYCLE HERALD

And the Weekly Evangelist

Have been united, and the consolidated paper is now issued monthly.

The HERALD will contain:

The Running Record, Progress of the Art, Cycling Romance and Practical Helps.

The EVANGELIST is devoted to:

The Christian Life, Evangelistic Work, Temperance and Reform and a Youth's Department.

TERMS: { Single copy, 8 pages, 1 year..... $0.35
Three copies, one year..... 1.00

PREMIUMS.

Bicycles may be partly or wholly paid for by soliciting subscribers. For many years we carried on a purchasing agency in New York, purchasing at wholesale prices from all the leading houses. We also supplied almost any article desired by any agent as a premium for sending us a club of subscribers, but we found it necessary to require agents to send us as many subscribers as they could obtain, and a fair remittance, and trust to us to purchase the article at a low price, and credit them with any balance their due, or return it to them with the premium if they desired. We can furnish any premium offered by any other paper on as liberal terms as any one, but time is too valuable to make a trip to inquire the price of special articles, and afterwards another trip for the article, if the agent raises the club and does not change his mind as to the premium desired. **Agents wanted.**

☞ Premiums or liberal cash commission to agents. Sample copies sent free. Address

ALBERT J. KING, Gen. Agent,

51 Barclay Street - - - - NEW YORK.

HURRAH FOR LYNN!

FIRST GRAND INTERNATIONAL FALL TOURNAMENT

OF THE

LYNN CYCLE CLUB TRACK ASSOCIATION,

At Lynn, Mass., September 23, 24 and 25, 1886.

A. C. U. RULES TO COVERN.

$5,000 in Prizes! Races for Amateurs, Promateurs, Professionals. $5,000 in Prizes!

BEHOLD THE GRAND LIST OF RACES AND PRIZES.

FIRST DAY, THURSDAY, SEPTEMBER 23.

1-Mile Novice Bicycle, Open, 1st, Gold Medal; 2d, Gold and Silver Medal; 3d, Silver Medal.
2-Mile Amateur Bicycle, 5.45 Class, 1st, Fruit and Flower Stand; 2d, Silver Revolving Butter Dish; 3d, Silver Bell Spoon Holder, gold lined. [lined.
1-Mile Promateur Bicycle, Open, 1st, Snowflake Silver Embossed Tea Set; 2d, Silver Engraved Ice-Water Set; 3d, Cake Basket, hammered Venetian Chased, gold
3-Mile Professional Bicycle, Handicap, 1st, $60.00 Cash; 2d, $40.00 Cash; 3d, $20.00 Cash.
2-Mile Amateur Tricycle, Lap, 1st, Base Parlor Lamp, gold and oxidized; 2d, Silver Vase, gold inlaid and oxidized; 3d, Russia Leather Satchel.
10-Mile Promateur Bicycle, Lap, 1st, Fine Gold Watch, stem winder; 2d, Silver Festoon Chased Tea Set; 3d, Gold Watch Chain.
1-Mile Amateur Bicycle, Open, 1st, Silver Water Set, snowflake chased; 2d, Silver Vase, gold and oxidized; 3d, Gold Watch Chain.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash. [Opera Glasses.
3-Mile Promateur Bicycle, Handicap, 1st, Silver Tilting Water Set, gold ornamentation; 2d, Clock, Persian chased, appliqué, candelabra, plaque; 3d, Pair Pearl

SECOND DAY, FRIDAY, SEPTEMBER 24.

1-Mile Professional Bicycle, Open, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
1-Mile Promateur Tricycle, A. C. U. Championship (time limit, 3m. 5s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
10-Mile Amateur Bicycle, Lap, 1st, Lynn Prize Cup; 2d, Dessert Set, coral rose glass and silver; 3d, Nut Bowl, gold lined, oxidized finish. [Set, gold lined.
5-Mile Promateur Bicycle, Handicap, 1st, Gentleman's Fine Gold Watch; 2d, Epergne, engraved, oxidized, gold finish; 3d, Snowflake Chased Tilting Ice-Water
1-Mile Amateur Bicycle, 3 05 Class, 1st, Fishing Set; 2d, Cake Basket, gold lined, oxidized finish; 3d, Fine Russia Leather Satchel.
5-Mile Professional Bicycle, Lap, 1st, $75.00 Cash; 2d, $50.00 Cash; 3d, $25.00 Cash.
1-Mile Amateur Bicycle, A. C. U. Championship (time limit, 2m. 50s.), 1st, A. C. U. Gold Medal; 2d, A. C. U. Gold Medal; 3d, A. C. U. Silver Medal.
3-Mile Promateur Bicycle, Lap, 1st, Double Walled Silver Ice-Water Urn; 2d, Shot Gun, double barrelled, breech loader; 3d, Silver Watch. [Glasses.
3-Mile Amateur Bicycle, Handicap, 1st, Centre Piece and Fruit Dish, Crystal Dishes; 2d, Flower Stand, cut glass, gold, oxidized finish; 3d, French Pearl Opera

THIRD DAY, SATURDAY, SEPTEMBER 25.

1-Mile Promateur Bicycle, Open, 1st, Lynn Prize Cup. (Special Prize for Record.) 2d, Base Lamp, gold inlaid and oxidized finish; 3d, Diamond Breast Pin
3-Mile Amateur Bicycle, 9.10 Class, 1st, Base Lamp, old silver and hammered; 2d, Vase, gold finish; 3d, Gentleman's Gold Ring.
2-Mile Professional Bicycle, Lap, 1st, $50.00 Cash; 2d, $30.00 Cash; 3d, $20.00 Cash.
3-Mile Amateur Tricycle, Lap, 1st, Photographer's Outfit; 2d, Silver Watch; 3d, Fishing Set. [Silver Medal.
5-Mile Promateur Bicycle, A. C. U. Championship (time limit, 15m.), 1st, A. C. U. Gold Medal, diamond setting; 2d, A. C. U. Gold Medal; 3d, A. C. U. Gold and
1-Mile Amateur Bicycle, Lap, 1st, Fruit Dish, rich cut glass, gold, oxidized; 2d, Cigar Box, oxidized; 3d, Gentleman's Gold Chain.
10-Mile Professional Bicycle, Lap, 1st, $100.00 Cash. ($50.00 extra for Record.) 2d, $50.00 Cash; 3d, $25.00 Cash.
3-Mile Promateur Bicycle, Handicap, 1st, Handsome Oil Painting; 2d, Silver Cashmere Band Tea Set; 3d, Dessert Set, coral rose and glass.
1-Mile Amateur Bicycle, Consolation, 1st, Half Dozen Napkin Rings, gold ground, satin case; 2d, Silver Watch; 3d, Russia Leather Satchel.

ENTRIES CLOSE SEPTEMBER 16.

All Events have Three Prizes where there are four or more starters. Entry Forms, Blanks, List of Prizes, Etc., furnished upon application to E. M. BAILEY, Secretary Lynn Cycle Track Association, LYNN, MASS.

ROSEVILLE TOURNAMENT PROGRAMME

FIRST DAY, SEPT. 30.

1 Mile Novice, bicycle.
1 Mile Promateur, bicycle.
2 Mile Amateur, bicycle, 6-minute class.
Mile Professional, bicycle lap.
2 Mile Amateur, tricycles.
10 Mile Professional, bicycle.
1 Mile Amateur, bicycle, handicap.
3 Mile Promateur, bicycle, lap.
3 Mile Amateur, bicycle, handicap.

SECOND DAY, OCT. 1.

1 Mile Amateur, bicycle, lap.
3 Mile Promateur, bicycle, handicap.
2 Mile Amateur, bicycle, handicap.
5 Mile Professional, bicycle, lap.
2 Mile Amateur, Tandem tricycle.
10 Mile Promateur, bicycle.
3 Mile Amateur, bicycle.
1 Mile Professional, bicycle, handicap.
1 Mile Amateur, bicycle, 3-minute class.

THIRD DAY, OCT. 2.

1 Mile Professional, bicycle.
2 Mile Amateur, tricycle, handicap.
1 Mile Promateur, bicycle, handicap.
5 Mile Amateur, bicycle.
5 Mile Professional, bicycle, handicap.
3 Mile Amateur, bicycle, 9.30 class.
5 Mile Promateur, bicycle, lap.
1 Mile Amateur, bicycle, club team race, 3 men for each team.
1 Mile Amateur, bicycle, consolation.

ENTRIES CLOSE SEPT. 25.

Entrance Fees: $1.00 each event, for Amateurs and Promateurs; $3.00 for Professionals. Blank forms and particulars can be obtained by addressing

FREDERICK JENKINS, Manager, Station D, Roseville, N. J.

THE HAWTHORNE,
HARVARD STREET - - - - - BROOKLINE.
Unequalled by any house around Boston. 4½ miles from city.
CAFE OPEN AT ALL HOURS.
The best the market affords. Courteous and prompt attention to Cyclists.

THE BOSCOBEL, LYNN.
First-Class in Every Respect.
Cyclists will Receive the Best of Attention.
DINNER, 75 Cents.

BEST IN THE WORLD.



THE KELLOGG BICYCLE SHOE.
This shoe, which is just being put on the market, possesses all the advantages of any Bicycle Shoe made in the country. In regard to *style, workmanship*, or *material used*, we claim it is the best shoe for the purpose it is designed for of any in the country, as they are all hand-sewed. We make three widths — 2, 3, and 4. In sending your order give size you wear, and the measure by inches around instep and ball. Every order must be accompanied with check, P. O. order, or registered letter. Our net prices are $4.00.
P. S.—We allow a liberal discount to dealers who wish to sell our shoes. Manufactured by
KELLOGG & EAGER . . Palmer, Mass.

LIGHT ROADSTERS
are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.
We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!
SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS
All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.
S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00
For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.
PUNNETT, Merchant Tailor,
Rochester, N. Y.

PHOTOGRAPHY.
HEADQUARTERS FOR CYCLISTS' OUTFITS.
SOLE AGENTS FOR
THE ORTHO PANACTINIC LENS.
SEND FOR CATALOGUE.
C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

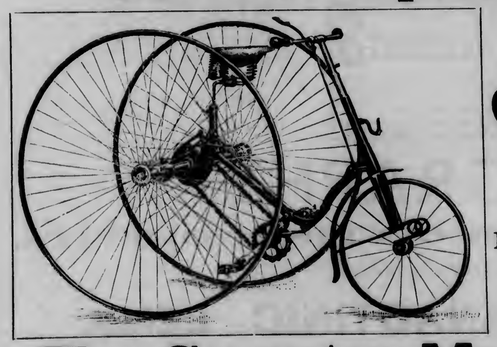
J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

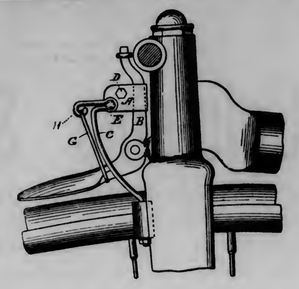
OVERMAN WHEEL CO.,
Boston, Mass.

Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,
E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass.

TREMENDOUS SLAUGHTER IN

BICYCLE * HOSE.

We have on hand a large quantity all-wool ribbed hose, which we shall sell at the ridiculously low price of **63** cents per pair, post-paid. Hose that are no better are sold everywhere for from $1.00 to $1.25 per pair. We have them in three colors, — Black, Brown, and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Malden, Conn.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

SPECIAL ANNOUNCEMENT.

No. 1.

THE

Columbia Safety,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

SPECIAL ANNOUNCEMENT.

No. 2.

The unprecedented demand for the



Kirkpatrick Saddle

has heretofore this season rendered it extremely difficult, often impossible, to fill orders from old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 18 SEPTEMBER, 1886. | Volume XIII. Extra.

Our Extra.

WE give below an exhaustive review of the Springfield Tournament, written and telegraphed to us by our special correspondent, "COMUS," at Springfield. This issuing AN EXTRA is but another evidence that the WORLD is constantly on the move forward, bound to be best, bound to be first in all, giving news on all important cycling matters.

☞ WE regret extremely the postponement, as it precludes the possibility of our giving the last day's results. Our printers are early birds on Saturday, and unless copy was with them by twelve noon that day, it could not be put in type and printed. As the final results cannot be all in before six o'clock, we shall have to let them go. We regret this, but the weather is to blame.

Springfield Tournament.

FIRST DAY.

A BRIGHT sun, but a trifle cool, and very much too much N. E. breeze to make fast time possible, on the first day of America's great cycle race meet. The crowd was not all that could have been wished for, yet, for a first day, we won't grumble. Enthusiasm was there when enthusiasm was due. Good sound hissing and well-merited fines showed the public and the management were not in accord with loafing exhibitions. Fines and time limits are a great remedy, and I want to see them imposed when necessary, as was the case in the James and Neilson race. The handicapping in the "pro." races were a bit rank on this day, but I hope to report better results hereafter. The first and only record to go was the one-mile amateur tandem tricycle, to Crist and Brown, of Washington. I will at once plunge into facts and give

THE RACES IN DETAIL.

First Heat, World's Championship, Promateur.—W. A. Rowe, of Lynn (1); C. E. Kluge, of Jersey City, N. J. (2). Time, quarter, 39; half, 1.18; three quarters 1.57 3-5; mile, Rowe, 2.38; Kluge, 2 40 4-5.

Both men seemed perfectly willing to let loose on this heat. Kluge is good always to make pace, as he takes a loafing race. Rowe did not seem alarmed at the Jersey man's efforts, but bided his time till the three quarter pole was reached, and then he took the lend, and finished with lots to spare.

Second Heat, World's Championship, Promateur.—E. P. Burnham, Newton (1); F. F. Ives, Meriden (2). Time, quarter, 48; half, 1.36 1-5; three quarters, 2.23 2-5; mile, Burnham, 3.02 2-5; Ives, 3.03 3-5.

The results of the race proved different from expectations. Ives was thought pretty sure of this. It was a loafing race, and no speed made till the last quarter. Ives's usual spurt was not forthcoming, for some reason.

Third Heat, World's Championship, Promateur.—Percy W. Stone, of St. Louis, Mo. (1); Charles P. Adams, of Springfield (2). Time, quarter, 57; half, 1.48 1-5; three quarters, 2.37 2-5; mile, Stone, 3.17 4-5; Adams, 3.18.

Another loafing match for three quarter mile, this was surprising as both men have always been pretty lively lads to cut pace. When it came to the effort, however, the St. Louis boy out pedalled the local man, and won by two feet.

Fourth Heat, World's Championship, Professional.—R. A. Neilson, of Boston (1); R. James, of Birmingham, England (2). Time, quarter, 1.32 2-5; half, 2.58 4-5; three quarters, 3.37 4-5; mile, Neilson, 4.19; James, 4.20 1-5.

A disgrace to the pro. ranks, and I wish the fine imposed by Mr. Bassett had been doubled, if possible. There is no description to the race excepting to say that on the first lap Mr. Ducker advised the men that they had been fined, under A. C. U. rules, for unnecessary slow riding. If the crowd had been composed of able bodied sea serpents they could not have hissed louder. The time, 4.19, by the winner, is eloquent enough, and so I stop.

One-Mile Amateur Novice.—Prizes, first, vase lamp, hammered copper and oxidized; second, scarf pin, diamond setting; third, fancy inkstand, gold and oxidized. William Harding, of Hartford, Ct. (1); F. W. Fahy, of Hartford, Ct. (2); Henry Goodman, of Hartford, Ct. (3); H. C. Chapman, of Hartford, Ct. (4). Times, quarter, 41 2-5; half, 1.25 4-5; three quarters, 2 07 1-5; mile, Harding, 2.51 4-5; Fahy, 2.55 2-5.

The wind played havoc with the boys in this race. All the contestants are members of the Hartford Wheel Club, and so it was very much of a family affair. Fahy led at the start, and then resigned to Harding, who finished an easy winner. Chapman tried to steal a march on Goodman, for third, but he could not do it.

Ten-Mile Promateur, A. C. U., Championship.—Prizes, three A. C. U. medals. George M. Hendee, Springfield (1); Percy W. Stone, St. Louis, Mo. (2); W. A. Rhodes, Dorchester (3); Charles P. Adams, Springfield (†); C. E. Kluge, Jersey City, N. J. (†). Time, first quarter, 54; half, 1.39; three quarters, 2.27 2-5; mile, 3.18 2-5; second, 6.27 1-5; third, 9.09 2-5; fourth, 12.04; fifth, 15.05 1-5; sixth, 18.04 2-5; seventh, 21.07; eighth, 23.51 2-5; ninth, 26.40; tenth, 29.28 4-5; Stone's time, 30.19.

†Withdrew.

Hendee was nominated by the Columbia people to take in this race. Kluge gained popularity by pushing the pace at first, and in turn Rhodes and Stone set a rattling gait. On the seventh mile Hendee let go, and went to the front farther and farther every lap, finishing nearly fifty seconds ahead of Stone, the second man. The time was good, considering the wind.

Five-Mile Professional Handicap.—Prizes, first, $100; second, $60; third, $30. R. A. Neilson, of Boston, 100 yards (1); William M. Woodside, of Minneapolis, 30 yards (2); H. G. Crocker, of Newton, 100 yards (3); F. T. Merrill of Portland, Or., 440 yards (4); Charles F. Frazier, of Smithville, 300 yards (5); W. J. Morgan, of Chicago, Ill., 250 yards (6); Fred Wood, of Leicester, Eng., scratch (†); R. James, of Birmingham, Eng., 90 yards (†); T. W. Eck, of Chicago, Ill., 400 yards.* Time, quarter, 38 2-5; half 1.20; three quarters, 2.01 4-5; mile, 2.46; two miles, 5.53 2-5; three miles, 8.24; four miles, 11.49 1-2; five miles, 14.36 4-5.

The handicapping a bit stiff on the scratch man, but it proved my pet theory, that if you want racing you must have handicaps. It was a torrid time for all the boys. We could almost forgive the men who loaf, if it was not for the fact that I know they were *forced* to ride fast. "Moody" was riding a wheel that did not seem cut for him. It was too large, but he got there,—that is, he got second. It was a good race, and much excitement was evinced at the efforts of Wood to cut down his leaders. The effort broke him up, and he had to pull out at two miles. Eck had enough at three miles, and James stopped at one mile. Crocker showed up in fine shape on the last quarter, and it was all Neilson could do to shake him at first. Woodside, in the mean time, was riding on the extreme outside of track, and coming for the lead at a grand pace, but it was no good, the Boston man outpaced him, and landed a handy winner in 14.36 4-5.

Five-Mile Amateur, 16.30 *Class.*—Prizes: First, gold watch, open face; second, vase lamp, gold and silver; third, smoking set, hammered and applique, gold lined. H. S. Hart, of New Britain, Ct. (1); H. L. Burdick, of Albany, N. Y. (2); P. S. Brown, of Washington, D. C. (3); A. T. Edmands, of Troy, N. Y. (4); W. H. Langdown, of Christ Church, N. Z. (5); E. A. DeBlois, of Hartford, Ct. (6); C. D. Heath, of Lee (7); E. B. Smith, of Springfield (o.); Charles Lee Meyers, of New York (o); William Harding, of Hartford, Ct. (o.) Time, quarter, 49. 4-5; half, 1.36; three quarter, 2.22 4-5; miles, 3.11 2-5; two miles, 6.20 1-5; three miles, 9.21 2-5; four miles, 12.17; five miles, Hart 15.02 1-5, Burdick, 15.03.

The first mile of this race was run on professional principles, *i. e.*, jockeying and loafing; but on the second mile E. B. Smith started on, going at a good stake, and Brown and Harding got interested, and

(† Withdrew.)

took a hand at the lead. On the fourth, the New Zealand man pushed for the front, closely followed by Edmans, the Trojan. Then came "Farmer" Heath, and made a successful rush for first place on the beginning of the last lap, Langdown and Brown right after him. In the mean time, the New Britain man was making his calculations, and at the right moment he pulled out from the ruck, and soon passed the leaders, winning a brilliant race in 15.02 1-5.

One-Mile Tricycle Open, Promateur.— Prizes, first gold watch, open face; second, ewer, antique brass, embossed; third, opera-glass, pearl mounted. E, P. Burnham, of Newton (1); F. K. Ives, of Meriden (2); C. E. Kluge, of Jersey City (3). Time, quarter, 1.01 2-5; half, 1.51; three quarters, 2.38 4-5; mile, Burnham, 3.18 1-5; Ives, 3.18 2-5.

Oh, dear, I have to chronicle the old chestnut of loafing contest. The only fun was the finish. Every one thought Burnham beaten by Ives, but the old "vet." went for that young, fair-haired youth on the last hundred yards, and beat him handsomely. It was a pretty ending to a very bad beginning.

Three Mile Professional Open.— Prizes, first, $62.50; second, $37.50; third, $25. R. A Neilson, of Boston (1); H. G. Crocker, of Newton (2); W. M. Woodside, of Minneapolis (3); Charles Frazier, of Smithville, N. J. (4); Fred Wood, of Leicester, England (5); F. T. Merrill, of Portland, Ore. (6); W. J. Morgan, of Chicago, Ill. (7). R. James, of Birmingham, England.† Time, quarter, 49 2-5; half, 1.38 1-5; three quarters, 2.24 1-5; mile, 3.14 2-5; two miles, 6.08 2-5; three miles, 9.01 1-5.

This proved another win for Boston's "pro.", and was the means of opening the eyes of the spectators. Woods. failure to get a place, bodes no good for the chances he may have in the final (if he gets there) of the world's championship. Neilson's riding is fine, and his stock fast going up. It was no loafing race, after the second lap, but was hammer and tongs from there on. It was a magnificent finish, and for a moment it looked like Frazier. Neilson, Crocker and Woodside, only managed to pass him about thirty yards from the tape, and Neilson got the race by a few inches. So close was the finish for second place, that considerable discussion was indulged in before the decision was given.

One-Mile Amateur Tandem Tricycle, A. C. U. Championship.— First, two gold medals; second, two silver medals. W. E. Crist, of Washington, D. C., and P. S. Brown, of Washington, D. C. (1); A. B. Rich, of Brooklyn, N. Y., and Fred Foster, of Toronto, Ontario (2); J. T. Huntington, of Cleveland, Ohio, and G. H. Collister, of Cleveland, Ohio (3). Time, quarter, 41 1-5; half, 1.21 2-5 (both American amateur records); three quarters, 2.01 3-5; mile, 2.43 1-5 (both world's records).

Crist and Brown in this race, have the pleasure of taking the first records of the tournament. They were all good men on those machines, and it was a great race. It was a close call for the Washington team, and had Foster and mate gone at it a bit sooner, I think they would have caught the leaders. The D. C. boys are dandies, and "good men and true," must be on the machine to beat them.

RECORDS. FIRST DAY.

W. E. Crist, and P. S. Brown, tandem tricycle:
1-4 mile, *41 1-5; 1-2 mile, *1.21 2-5; 3-4 mile, †2.01 3-5; 1 mile, †2.43 1-5.
*American amateur records.
†World records.
The best previous:

	English. M. S.	American. M. S.
Quarter	41	43 1-5
Half	1.21	1.24
Three quarters	2.04	2.05 1-5
One	2.47 1-5	2.46

† Withdrew.

NOTES, FIRST DAY.

Fine them !!
Or make them stop this loafing.

Burnham's victory over Ives in the trial world championship heat, was not a popular one, apparently, why I don't know, as Burnham is a good fellow.

The races were started on time. Everything is run ship-shape anyway by the management.

Hendee has always raced in ebony-black tights, but to-day, he appeared in immaculate white.

Percy Stone is a pretty rider. He sits up straight as a die most of the time. He rides like his brother, the late Cola.

Fred Wood is undoubtedly a favorite, and his hard luck in not being fit, gains for him much sympathy.

The Hotels are doing well and rooms are getting few and far between.

Harradon will have a whack at the boys to-morrow, and with five hundred and fifty yards in five miles should make some of them travel.

New Britain, Conn., is a thorn in the side of Hartford.

It is noticed that Geo. Hendee pedals with a stiff ankle now, instead of with the ankle motion as of yore.

SECOND DAY.

The Springfield Club men rushed to their windows as they tipped or crawled out of bed this morning to see whether fine or stormy was the weather. A cool, clear sky, a warm, bright sun, and the gentlest of zephyrs were all pleasing evidences that Springfield luck had not deserted them. The hotel corridors were early crowded, and groups of cyclers were eagerly discussing yesterday's events and prognosticating the chances of to-day. Woodside found some supporters for the mile trial with Wood, but most men were willing to lay odds that the speedy Englishman would get placed for the final. The announcement that Wood would attempt to lower his Hartford record, caused a ripple of excitement. Hendee was marked as a sure winner in his trial with Rhodes. About two o'clock a general exodus commenced towards the park, and thousands of interested and loyal citizens commenced to crowd past the ticket takers. The men who had worked hard for the financial success of the tournament looked happy. Ducker, McGarrett, Lawton, and the other lights bustled about pleased and energetic. Gradually the grand stand filled and the crowd lined the track, about 7,000 people paying admission. The track was better than yesterday, the atmosphere warmer, and the wind less. Everything was right and nice for a good day's sport, as the bell rang for the first event.

Professional Trial Heat.— F. Wood (1), 2.32 2-5; W. M. Woodside (2). 2.36.

There was hardly a breath of wind stirring as Wood and "Woody" came to the scratch. Woodside went off with the lead at a splendid swinging gait. At the half mile it was seen that the time was treading on the heels of record, and a buzz of excitement ran through the grand stand, which developed into vociferous shouting as the cracking gait was kept up. Just after passing the 3-4 pole, Wood rushed past Woodside and keeping up a clinking pace, shot over the tape in 2.32 2-5. This is the best race mile time.

Promateur Trial Heat.— G. M. Hendee (1). 2.35; W. A. Rhodes (2), 2.43. Hendee almost immediately took the lead, and drew steadily away from Rhodes. At the three quarters in, was ahead of Wood's time, but failed to finish as well.

Five-Mile Amateur Bicycle Lap Race.— A. B. Rich (1), 111 points; H. W. Gaskell (2), 89 points; Fred Foster (3), 74 points; Phil. Brown (6), 66 points. This was an interesting event, and showed how much mere numbers add to the excitement of a race. The starters were Kavanaugh, Edmands, Hall, DeBloise, Meyers, Gaskell, Ried, Foster, Heath, Goodman, Crist and Chapman. As in all lap races the fun is in the spurts down the home stretch, and one could pardon the loafing on the back stretch. Rich and Gaskell did most of the fine work, and at the end of the fourth mile only four men remained on the track.

Three-Mile Professional Tricycle.— A. G. Crocker (1), 89.41.25; T. W. Eck (2), 9.45 3-5; R. James (3.)

Crocker was clearly the best man, and had it all his own way, though Eck made a grand struggle. James is evidently not in good form and rides weak.

Five-Mile Promateur Lap Race.— W. A. Rowe (1), 14.35; W. A. Rhodes (2). 14.36.

This event brought out a very good field of starters. Adams, Burnham, Rowe, Rhodes, and Ives, coming to the mark. There is not much to be said. Rowe had it all his own way, always managing to put his wheel on the tape first. Rhodes did well. Burnham ran into Ives rear wheel, and with his usual ill luck, managed to come a cropper, which will very likely knock the spots, out of his salary for the rest of the season. Ives was not thrown. Adams and Ives were not in it at all.

Three-Mile Professional Trial.— J. S. Prince (1), 2 44 4-5; H. G. Crocker (2), 2.45.

This was a very good race, and the finish was close and exciting, Prince winning by a wheel's length.

Three-Mile Amateu Tricycle.— A. B. Rich (1), 9.57; H. W. Gaskell (2), 9.59 3-5; J. T. Williams (3); F. Foster (4).

This was the only amateur tricycle event during the four days. There were four starters as above. Gaskell took the lead, with Rich well up, and Foster and Williams some distance behind. It was a procession until the last lap. Gaskell being compelled to do the "Donkey Work." Williams spurted well, and went to the front, but coming down the straight, Rich rushed to the fore, and was never headed. Gaskell, by good work, managed to come in second; Williams, third; Foster, fourth.

Three Mile Professional Handicap.— F. Wood, scratch (1), 8.36 4-5; W. Woodside, scratch (2), 8.37; R. A. Neilson, 50 yards (3); H. G. Crocker, 50 yards (0); C. Frazier, 150 yards (0); W. J. Morgan, 125 yards; F. T. Merrill, 250 yards; J. S. Prince, 30 yards; R. James, 35 yards (withdrawn).

The handicapping was very poor. Woodside refused to take his twenty yards start and came back to scratch. The men were sent off by the electric signal. The men bunched together long before the finish, and the result was seen to depend on the final spurt, and so Wood easily captured first place. One would suppose that the capabilities of the men were well enough known to furnish the basis of a well regulated handicap.

FIVE-MILE PROMATEUR HANDICAP.

W. M. Haradon, 550 yards (1); Percy M. Stone, 350 yards, (2); C. E. Kluge, 300 yards (3); G. M. Hendee, scratch; F. F. Ives, 150 yards; C. P. Adams, 200 yards; W. A. Rhodes, scratch. Time, 14.17 4-5.

The task set for the scratch men was too great, and Haradon, who rode well, was chucked by the handicapper, but the public seemed pleased.

NINE-MILE PROFESSIONAL LAP RACE.

W. M. Woodside, (1); R. A. Neilson, (2); C. Frazier, (3). Neilson finished first in 8.37 2-5.

This was the last event with Wood, Woodside, Neilson, Crocker, Frazier, and Morgan as starters. This was a very close race, and the judges were in doubt about who had won. Woodside scored three firsts, two seconds, and one third; Neilson, one first, three seconds, and one fourth; and Frazier, one second, four thirds, and one fourth. Wood and Morgan did not finish.

SECOND DAY NOTES.

The men were told to do the mile trial heats in less than three minutes or be fined ten dollars.

The electrical timing contrivance was not a success, and the good old reliable watches were resorted to.

Wood's mile in 2.32 3-5 was grand, and makes our visitor a winner in the final. Big odds are offered on him with few takers.

There is evident need of some one who understands how to figure handicaps.

*Three mile American Record.

Jack Prince seems to have degenerated into a second-rate man, but he is still popular with the crowd.

The electric bells for the handicaps work well.

There is a good deal of money being put up on Prince and Hendee for to-morrow's race.

The races were good, but they seemed to lack their old-time spirit.

THURSDAY.

A record broken on this day, but it was a record much deplored by all hands. Yes, the record of good luck of the Springfield Club was broken, and a pouring rain debarred all chances of a race to-day. The rules governing the use of strong language, were for the time suspended, and the clerk of the weather was roundly denounced for playing the boys such a trick. Glum faces were to be seen everywhere, at headquarters and at the Massasoit House, but as the day wore away, a more cheerful view was taken, and the chances as to the result of the great race between Rowe and Hendee, were discussed. This event seems to crowd all others into the background, and when it does occur, it will draw big. Patriotism makes Springfield stick to George, but the impression is that Rowe will down him, and may take the final. The afternoon's loafing gave ample opportunity for all the fighting editors to come together, and "get acquainted." Aaron, Bassett, Jenkins, Ducker, and Fourdrinier, all buzzed as though the hatchets were buried "a thousand fathoms under the sea." In the evening the minstrel show drew well, and put a finishing touch to the good humor and fellowship of everyone.

NOTES.

Lewis Frye was on hand, and it seemed like old times to see him.

Frederick Jenkins is here, looking after the interests of his meet.

Stall has been shooting his camera, and has secured some fine photos. of the crack men.

The success of the minstrel show is largely due to the efforts of Secretary Lawton.

Foster's chances for the place as the best amateur in the world's championship race, are looked on as more than fair.

It is thought the tandem tricycle record will not stay where it now is, and that it will be broken by Crist and Brown again.

Kennedy-Child and Aaron were as thick as bugs in a rug, and so the good work of reconciliation goes on.

A good deal of sympathy is expressed for Burnham, but I hear he is coming round all right. He does have the worst luck.

THIRD DAY.

The heart of the Springfield Club man was made glad as the sun broke through the clouds to-day noon, and his heart was made gladder when he wended his way towards Hampden Park and saw the crowd going thither. The grand stand was crowded to its utmost capacity, and a goodly show of spectators was seen on the infield. Eight thousand persons passed the gate. Promptly the bell rang at 2.30 for the first race which was the

Eighth Heat One-Mile World's Championship.— Neilson showed up first and was greeted with cheers, but F. Wood got the largest share of applause. The men started slowly, Wood in the lead, amid hisses from the crowd. Wood lead on this lap. Just before entering the home stretch Neilson made a splendid burst of speed. Wood was caught napping, and the tremendous lead Neilson got was too much for the Englishman, and so Neilson got the heat by a few inches, but in consequence of the slow time, the race was ordered to be run again, and each man was fined ten dollars. Time, 3.46 2-5.

The next race, three mile promateur, Burnham cut the pace and led from go, Ives and Kluge stringing on first lap. Burnham led the first mile, and then Kluge went to the front, for all laps tell at the last. On the last quarter Ives made a great spurt, and it looked as if he would take the race. Burnham answered handsomely, and barely won by half a yard.

SUMMARY.

Three-Mile Promateur, Tricycle, Open.— Prizes, first, gold watch, hunting case; second, diamond stud; third, gold watch chain.

	1-2	1	1 1-2	2	2 1-2	3
Burnham	1	1	2	2	2	1
Ives	2	2	3	3	3	2
Kluge	3	3	1	1	1	3

Time, quarter, 40 1-5; half, 1.24 3-5; three quarters, 2.10; mile, 2.56 1-5; two miles, 5.57 2-5; three miles, Burnham, 8.56 2-5; Ives, 8.56 3-5; 8.56 2-5 is American record.

The next race was five-mile amateur. Gaskell called on the men to follow him, and led them for the first quarter, then Meyers took them in hand. It was a pretty slow race, and they rode all in a bunch. Crist on third mile took the lead, and held it for a lap. On ringing the bell for the last lap, all drew up, with Crist in the lead; it was hammer and tongs. Crist never allowed any one to pass him, and finished with three yards to spare.

SUMMARY.

Five-Mile Amateur, Open.— Prizes, first, satin embossed tea set, six pieces; second, Stevens sporting rifle; third, Stevens "Hunters Pet" rifle. Time, quarter, 51 1-5; half, 1.42; three quarters, 2.32; mile, 3.25; two miles, 6.57 2-5; three miles, 10.21 4-5; four miles, 13.38; five miles, Crist, 16.26; Rich, 16.26 2-5.

Order of finish — Crist, Rich, Gaskell, Foster, DeBlois, Kavanaugh.

Then came *the* event, and when George Hendee and Rowe came in view, the excitement broke out, and when George stepped up and shook hands with Rowe, the cheers were deafening. George took the lead after offering it to Rowe, and he cut out a fair pace. George finished the one-half mile first. Coming into the stretch the pace was terrific. But the time was slow for mile.

SUMMARY.

One-Mile World's Championship (9th Heat): W. A. Rowe (1), 2.44; G. M. Hendee (2).

The next race was the one-mile professional handicap. Merrill and Morgan cut out the pace, and the handicap was more than Neilson and Wood, scratch men, cared to cut down, so after one-half mile both these men withdrew. Woodside made a plucky push for the first place, and got it by about half a wheel.

SUMMARY.

One-Mile Professional Handicap.— H. M. Woodside, twenty yards (1), 2.34 2-5; W. J. Morgan, 120 yards (2); F. T. Merrill, 140 (3).

The next race was a three-miles amateur. Rich, Crist and Foster started at a good bat, and for the first quarter the field was strung out. Rich finished the half first, good pace was maintained, and Kavanaugh finished the mile in 2.57 5-4; he also finished the second mile first in 5.53 4-5; he still continued to lead on the commencement of the last lap. Foster did not look like a winner on entering the home run, but by one of the best spurts of the day he managed to make a dead heat with Crist.

SUMMARY.

Three-mile Amateur Open.— Prizes, first, gold medal; second, French clock with bronze figures; third, gold watch chain. W. E. Crist, F. Foster, dead heat. A. B. Rich finished next. Time, 8.40 1-5.

The ten-mile promateur bicycle race was started slow. Rowe took the lead on the second quarter, and kept it right along. On the fourth mile, Rhodes, who had been riding in the rear, apparently out of the race, shot to the front at a terrific rate, and cut out a pace so hot that the field were soon about a quarter of a mile in the rear Rhodes made it very interesting to Rowe. On one lap, he caught Rowe napping, and crossed the line a shade in front, but Rowe would not let him do it again, except on the last but one, when he did not answer to Rhode's spurt. On coming into the home-run, Rhodes spurted well on the last quarter, but no good; Rowe got there.

SUMMARY.

Ten-Mile Promateur Bicycle Lap.— W. A. Rowe, (1), 118 points; W. A. Rhodes, (2), 87 points; C. P. Adams, (3), 66 points. Time, 30.44.

The one mile professional race brought out all the men. Prince ran to the front and cut out a decent pace, followed by Merrill, Frazier, Woodside, Neilson, and Wood. Woodside then ran to the front on the last half mile. The men tore around with Neilson well up second, and Wood a close third.

SUMMARY.

One-Mile Professional Race.— W. M. Woodside, (1), 2.46; R. A. Neilson (2), J. Wood (3.)

Crist and Foster next came up to run off the dead heat. Foster took the lead and ran the first half very slow. At one time it looked as if they were going to stop at the dressing tent. On the home stretch, Foster tried to pass on the inside, then slowed up and pulled out and managed to pass Crist and win by half a wheel.

SUMMARY.

Run off of Three-Mile Amateur Race, Dead Heat. F. Foster (1), 3.11; W. E. Crist (2.)

The next race was the three mile promateur handicap. A false start was caused by James taking a fal backwards. Crocker, scratch man, started like a flash and started after the limit man, Eck. He caught him and travelled for record. He managed to capture all the worlds records for professionals as below:

SUMMARY.

Three-Mile Professional Handicap.— H. G. Crocker, (1), scratch, one half mile, 1 22; two miles, 6.03 4-5; three miles, 9.10 4-5; all records. T. W. Eck (2), 100 yards: W. J. Morgan (3), 100 yards.

Then came the race, one-mile world's championship, between Wood and Neilson. This was the eighth heat, the judges declared off on account of loafing. Neilson led off at a fair pace and led till well into the home-stretch; then Wood let out and won as he liked. It was won more easily than expected, as Neilson has been riding in great form.

SUMMARY.

Eighth Heat, World's Championship— (run over, by order of judges).— T. Wood, (1); R. A. Neilson, (2). Time, 2.44 1-5.

RECORD.

	NEW RECORD.	FORMER RECORD.
*3-mile tri. promateur,	8.56 2-5	9.08 3-5
†1-2-mile tri. professional,	1.22	1.24 3-5
†2-mile tri. professional,	6.03 4-5	6.09 2-5.
†3-mile tri. professional,	9.10 4-5	9.12

NOTES.

The Hendee-Stone heat was declared off. Stone evidently thought it was a foregone conclusion.

The A. C. U. rules are the boss rules, and will force good racing if possible.

Meyers, of New York, rides straight as a soldier, and Gaskell lays his nose right on the wheel tire.

Great was the disappointment at the defeat of Hendee. Several ladies in the stand were so carried away that they could not help crying.

Kluge don't like P. Stone to beat him. He *used* to beat Percy so easy.

Hendee is not discouraged at the results of the race with Rowe. It was a square beat.

I name Rowe as the final winner in the World's championship. Wood will lead the professionals, and Foster the amateur. The challenge tricycle tandem race between Crist and Brown, of Washington, and Rich and Foster will be run to-morrow.

The weather looks thick again to-night, but we hope for the best.

Fred Jenkins was not visible to-day.

I am sorry the postponement precludes the possibilities of giving the last day's results in your extra

COMUS.

SPRINGFIELD, 17 Sept., 1886.

* American record. †World records.

A Practical Hint.

Editor Bicycling World: — Will you please print the following, so that all wheelmen may be blessed, that is, those that are not, but desired to be enlightened in this nineteenth century? One of the greatest curses of bicycling is that every, or nearly every new bicyclist thinks he knows all about a bicycle, and as soon as there is a rattle to front wheel he tightens up the adjusting cones to the ball bearings, when ninety-nine times out of one hundred the trouble is on the *joint* bolt that holds the ball-bearing case to end of forks. The result is, of the constant tightening, that the wheel goes hard and the bearings are cut, the balls crushed or roughened up, so that they are no good; after tightening, the rattle seems all gone, but after riding a few miles it is as bad as ever, so our novice gives the adjusting cone another turn, and the grinding out of the bearings goes on. With this treatment, in a little while his bicycle is a regular rattletrap, and he curses the day that he bought it, and swears that the bearings are no good. A bicycler came to my shop one day with his wheel rattling, he said that "A friend had tightened the bearing, but that it rattled worse than ever." I looked it over, and found that instead of tightening them up, he had *loosened them* as much as he could. Let every wheelman when he hears a rattle about his bicycle see that the *joint bolts* that *hold* the ball-bearing cases to fork ends are tight. If loose, take two wrenches, screw up the bolt tight, hold with one wrench, and tighten nut with the other. Don't touch the ball-bearings if you do not know how to adjust them, for if you do, you will only spoil them. Right here I would suggest that every manufacturer should send out, with every bicycle sold, printed directions about taking care of the machine, and how to adjust the bearings; also two wrenches to tighten the joint bolts, as this is the place that needs the most attention. I find every day I am on the road, this one fault, *loose joints*, and the bearings tightened up so that the wheel will not make one revolution when held clear from the ground, and they don't know what makes their wheel go so hard.

JAMES A. SPEAD.

Tom Eck's Gray Hair.

The following interesting story is told by "Spokes" in the *Springfield Union*: "Those people who should chance to see a young gray-haired racing cyclist spin around the track the next few days, will wonder as to how and what happened to cause T. W. Eck's glossy locks to feign old age at so early a period in his life. About sixteen years ago, in the month of November, Thomas Watson Eck, when a boy at his home at Aurora, Canada, with two other lads about his age, went out duck hunting in one of the numerous duck boats that dot the shores of Lake Ontario. The three had not been out more than a few hours, and were about half a mile from shore, when a furious and sudden squall sprang up, and the little boat and its occupants were soon drifting out to sea at the mercy of wind and waves. To add to the horror of the situation the night, which soon darkened the hopes of the castaways, was intensely cold, and famine or death by drowning stared them in the face, while pale faces and hearts full of fear at home scoured the beach and scanned the water surface for signs of the missing boys. The storm raged with fury, and before three o'clock next morning two of the three brave lads lay at the bottom of the great Canadian lake after a heroic but fruitless effort to save themselves. The boat had become unmanageable early in the night through exhausted strength, and was overturned by the waves, while the three lads, who were expert swimmers, clung for dear life to the bottom of the boat. The two companions of Mr. Eck soon became numbed and unconscious by cold and exposure, and dropped off the boat in the dark night, while the subject of this item clung, or rather lay, on the overturned boat. His early athletic training as a walker here came into some use, and his strength lasted until the storm went down. He, however, lost consciousness just as soon as the greater danger was over, and he was found by a steam tug, parties aboard which knew him, far out at sea, cold and insensible on an upturned boat. Doctors and relatives worked at the process of rubbing for eight hours when the boy fully regained his senses. The next day on walking down the street, he became convinced that something was wrong in his make-up and appearance. He returned home and insisted on looking at himself in a mirror (which his people had purposely put away). His hair was snowy white, the result of fright and exposure, and had changed in a night."

MANUFACTURE

The Beauty Saddle.



THE Beauty Cycle Saddle is built on the approved principle of suspension and spring. The saddle yields comfortably away from the person in all necessary directions to make the easiest possible seat. Its motion is rocking or cradle, and is made of coiled wire of any size, as shown in cut. Adjusting rod and brace form front rivetting plate, and extends to back rivet plate through pocket in same and is secured by nuts on either side of pocket. Leather used is special, and of the best. The whole appearance is neat and attractive, as well as effective. Any ordinary jar is fully compensated, and its vibration absorbed by perfect spring and suspension. It is made by the Humphreys Spring Company, Irwin, Pa.

CYCLING PUBLICATIONS.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Cortis on Training. By H. L. Cortis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accessories. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 60 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.55.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.50 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Low. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full Instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G. Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth. By mail, $1.00.

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $1.25 each.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy.

BOSTON, 24 SEPTEMBER, 1886.

Volume XIII. Number 21.

To make a bicycle strong enough to bear the strains incident to use on all roads, light enough to avoid all superfluous weight, and graceful enough to please those whose idea of a wheel involves beauty as well as strength, requires that all conditions of its manufacture be the best. The material must be well selected with regard to its position in the machine; the workmanship must be the most skilful. The bicycle, from its earliest stage to its finished condition, must be under the eye of one trained to detect the slightest evidence of flaw in metal, or irregularity in line.

So are Victors made, and they show the best results attainable in the present state of the cycle builders' art.

When the Overman Wheel Co. began building cycles they determined to make nothing but the best. They have adhered to this policy with the result that Victors have earned the reputation of being the lightest running wheels in the market.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FATSEST ROASTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID." TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 3 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.



RUDGE TELEPHONE MAN.

HELLO, Mr. EDITOR.—I have just got a RUDGE SAFETY. For night riding and rough roads it is immense. No more headers and tumbles. I can go just as fast as the other boys, and with less exertion. The ordinary bicycle is a good thing, but if you want Safety, Speed and Comfort, just try a SAFETY.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front **$22.50**

No. 2. For 4¼ x 5½ Picture, no Sliding Front **22.50**

No. 3. For 5x8 Picture, Sliding Front **27.00**

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance	$1.00
Six months "	.75
Three months "	.50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 24 SEPTEMBER, 1886.

AS WE go to press a heavy rain is falling, so that the first day of Lynn races will have to be postponed.

FIXTURES. — Lynn, to-morrow.
E. Hartford, 29 September.
Roseville, 30 September, three days.

THERE was a time when wheelmen were pleased to accept an official position at race meetings, and considered the honor sufficient recompense, but now, even the chairman of the Racing Board has his expenses paid.

THE *Herald* calls Kennedy Child's Ripley Road Club hat ribbon "crushed egg" color. Now England is insulted.

E. HALE, E. Oxborrow, and P. Engleheart are the men the N. C. U. have been experimenting with as suspenders. Who next? is now the question that agitates the minds of the insular cyclist.

FROM our English correspondent, "The Bard," we learn the amateur sore has been torn open by the N. C. U., and some well-known record-breakers are suspended. We are assured by the same authority that further startling developments are to be made.

CROWDS are unthinking and unsympathetic. In one of the races at Springfield, Prince was being distanced, and as he came by the grand stand, instead of encouraging cheers, loud hisses greeted his ears. It is not long since these same people loudly applauded Jack, as he spurted in a winner.

APROPOS of the Orange ordinance, our readers will remember that L. H. Johnson stated that nowhere in England were wheelmen restricted more than users of other vehicles in the matter of bells and lights. If he will read his last *Bicycling News* he will find a paragraph bewailing the fact that carters do not and will not carry lights.

THERE is room for and need of improvement in the construction of tandems. There is no class of cycle which scores so many breakages. We are constantly hearing of them breaking here and in England; the account of almost every prominent road ride records broken tandems. In the recent twenty-four hour scorch of the North Road Club for mixed machines, the report reads, "All three of the tandems broke down." In all makes the axles seem to give away, and in some types the front brackets have an unpleasant habit of dropping off.

THERE is another matter, too, we wish to speak of. The attempts to make three-wheeled tandems, which are convertible into good singles, we believe to have been partial failures. What is needed, and what we expect to see ere long, is a tandem that is not convertible.

DUCKER says that he has a letter written with a type writer and signed by Lacy Hillier, in which that gentleman asks that he be allowed $100 towards his expenses to Springfield. Mr. Hillier, we understand, denies ever having written such a letter, and says that if such an epistle exists, it is a forgery. This is the second time letters purporting to be written by Mr. Hillier have been declared to be forgeries. It certainly seems very strange that any one should commit so serious a crime as forgery for the mere purpose of injuring Mr. Hillier. The forged letter is written on "onion-skin" paper. Very appropriate too; the offence is rank; "it smells to heaven."

WE have read carefully and religiously the last *Bulletin*, especially the pages devoted to the report of the last officers' meeting. We were entertained, in fact, greatly amused, at the discussion which arose on Dr. Blackham's motion that discussions on machines be admitted to the columns of the official organ. The board seemed much interested to know whether the WORLD was a paying concern or not. Our only answer must be that if any one thinks we are running this paper on the pure amateur basis he is greatly mistaken.

THE proposed Orange ordinances are all right so far as they require cyclers to give warning of their approach, and to carry a lighted lamp at night. But the provision that the fine for a failure to comply with these requirements, which results in an accident, shall be the "full amount of damages with costs," is most unjust. It is, we believe, also beyond the power of a town to pass such an act. It is defective, too, in not providing how the damages shall be assessed, to whom they shall be paid, or who may institute the proceedings. Take an example case which may arise any evening. A wheelman is bowling along over the smooth roads of the Oranges; his wheel strikes a stone, his light is shaken out. A team approaches, the horse is startled at the cyclist looming up in darkness, the equine shies, the carriage is overturned, and the driver is thrown out. Results: a broken leg, damaged carriage. Is the cyclist to pay for all this, when he has been all the time in the exercise of due care? The ordinance says so. The case might be even more serious, and yet the

wheelman would have to foot the bills. This law in this respect is worse than that which it is proposed to supersede.

LACY HILLIER attempts to sneer down Kennedy Child's protest *v.* the Great Hillier's attitude on American questions. Be that as it may, the contempt for the Great Hillier's opinions is largely shared by Englishmen and Americans. He seems to have the faculty lately of getting himself disliked by his former friends. The fact is, Lacy Hillier *was* once a great man in cycling matters, but of late, men of larger calibre and more liberal sportsman-like view have sprung up and displaced Mr. Hillier in the hearts of his countrymen. Hence, Lacy squirms, kicks, and makes generally an exhibition of himself. Nothing will show the true spirit of malice more than to quote the following exultant crow that he thinks he has ruined the Springfield tournament. He says: "One of the American journals suggest that a visit to America would 'convert' our editor, and instances Charles Dickens as a case in point, apologising for comparing the two persons. We don't see the necessity of the apology, the comparison and allusion being most apposite, seeing that our editor has played the 'Dickens' with the Springfield Barnument."

A CORRESPONDENT flings at us a perfect whirlwind of questions as to the origin of the word "promateur." He winds up by asking: "Will the word stand the test of a dissecting table? Where is its *root*, which its *pre-fix*, which its *af-fix*, and who *fixes* 'em? Does it pay?" Now, as to its ability to stand dissecting, we cannot say, *but* we think it will be a fit subject for dissection before many moons have passed. The anomaly will die young, and then we can carve it and reveal the sawdust. As to its root, it seems pretty clear through our spectacles that the root is pretty deeply grounded in the pockets of our manufacturers, from which source this hybrid production of circumstances and accident draws its nourishment. Then it will be noticed our correspondent wants to know about the "fixes." Well, we should say that it would be a hard thing to do. Promateurs are *men*, and they are loyal to their employers; hence, we hazard the opinion that it would be difficult. Still, our correspondent might try, and let us know the result. As to "who fixes 'em," just at present we have lost the address of the party, but if any one who makes a business of "fixing promateurs" will communicate with this office, he will oblige us and also our correspondent. Then he asks us "Does it pay?" We wish we could answer in the affirmative from personal experience, but, as yet (though we have modestly pushed our claims,) the manufacturers foolishly fail to see, appreciate, and pay for the speed that is in us. We hope we have satisfactorily answered our worthy correspondent and others of a similarly inquiring mind.

Renton v. Hill.

[Special to the BICYCLING WORLD.]

NEW YORK, 22 Sept., 1886.

THE adjourned case of D. H. Renton against E. K. Hill, of Peekskill, and Dr. N. M. Beckwith, of New York, was called before Justice of the Peace L. C. Allston, of Port Richmond, this morning. Neither the plaintiff nor his counsel appeared, but the latter's clerk was on hand. As soon as the case was called, the prosecuting attorney's clerk asked for a postponement of the cases for a week. The justice decided that if no stronger evidence could be produced against Mr. Hill, he would dismiss the case at once, which he did. As there had been no hearing of Dr. Beckwith's case, of course the justice was compelled to grant a postponement, but he stated that if the testimony was no stronger than that advanced against Mr. Hill, he would dismiss that case also.

Dakin Recovering.

[Special Despatch to the WORLD, 21 September, 1886.]

GEORGE DAKIN is better, and leaves Ithaca for home this morning.

B. B. AYERS.

This will be welcome news to Mr. Dakin's friends and acquaintances, and also to wheelmen at large. At one time the most serious results were feared, and consequent anxiety felt.

Hill Climbing Extraordinary.

HAL GREENWOOD, of St Louis Ramblers, climbed Corey Hill on a 51-inch Star four times in succession without a dismount Sunday morning. In the afternoon, he climbed the front side, coasted the back, turned round climbed the back, coasted the front. W. S. Doane, on a Victor, climbed the front side and after a short rest climbed the back. In the afternoon he climbed the front again. All of which was witnessed by responsible parties. Greenwood was fresh at the finish, and wanted to climb it some more.

Old Country Talk.

WE have not yet quite got over the Furnivall and Gatehouse records, and it is ridiculously remarkable to find it gravely suggested from the quarter which held American times to be impossible that Furnivall should do 2.25 for the mile. With some of the British time-keepers of the period officiating, nothing should be easier. By the way, it is said that Messrs Humber & Co. made G. Pembroke Coleman a present for his services in timing some of the late records, and though I have no doubt that Coleman at all events is thoroughly reliable, it is needless for me to point out to what abuses such a system may lead.

As soon as it became definitely known that no Englishman except Wood and James would go to America this autumn, *Wheeling* poured a broadside into the N. C. U. executive satirizing their inconsistency. and calling upon them for the sake of international honesty to take steps to clear their own Augean stable. On the evening of the day that this article appeared, Messrs. Engleheart, Hale and Oxborrow were suspended until they cleared themselves of suspicion of being in the employ of Messrs. Hillman, Herbert & Cooper and Stanley Sutton.

ENGLEHEART, it will be remembered, was one of last year's Springfield party He is a thorough sportsman, and had just accomplished the great feat of riding twenty miles on a "Kangaroo" safety, in 59.27. "Teddy" Hale is the best road rider in England at distances up to one hundred miles, and is a very fast man on the path as well. He is immensely popular with all who know him, and much resentment at his suspension is felt and expressed. Oxborrow, too, is well liked, and their ostracism generally is most unpopular.

IT is said that many others are to follow, and several of the cracks are willing to be suspended in order to put an end to the anomalous state of things at present obtaining. There can be little question that the party in favor of abolishing the amateur definition altogether is gaining strength. *Wheeling* and the *Athletic News* are pronouncing in its favor, and as many men refuse to believe that Hillier paid for his machines when he was on the path, his remarks in favor of amateurism and its retention are considerably discounted. The *Cyclist* says little and can be counted on to go slowly but with the majority eventually.

FENLON has just been over to Norway, where he won all his races on the "Premier." He is undoubtedly a "maker's amateur," and is also twenty-five and fifty-mile amateur champion of Great Britain. He expects to be suspended. Whether he will or no depends upon the amount of backbone to be found in the councils of the Union. Great curiosity is felt as to whether or no Furnivall will be asked how he manages to live for two months at Long Eaton track, take half shares in a trainer with Gatehouse, and all on £150 per annum, his paternal allowance. He stands well with the executive, but pressure will be brought to bear on them, forcing them to show no favor to him. He may, of course, pay his own expenses, in which case it will be the better for him to remove the suspicions entertained about him.

JOURNALISTIC circles have been much exercised over the resignation from what is known as the Coventry Ring of A. J. Wilson, whose signature "Faed" is well known to readers of the WORLD. "Faed's" downright and absolutely truthful statement in the *Wheelman's Gazette* of last month with reference to the attitude of the Coventry papers, when the makers of the "Premier" tandem insisted on publishing a false advertisement, resulted in threats being printed in *Bicycling News* in connection with him, whereupon he at once severed his connection with Coventry. He will be a great loss to them, as, with the exception of H. H. Griffin, whose practical knowledge is immense, there is no one worthy of the name of cycling journalist on *Bicycling News*. Those who write good English don't understand their subjects, and *vice versa*.

THE North Road Club held a one hundred-miles road race on 28 Aug., the winner of which turned up in E. Hale (since suspended), who rode the "Premier Safety," and won by twenty-five minutes odd from J. H. Adams and R. V. Asbury, on a Marriott & Cooper tandem. Hale's time was 7.3.44, but he did not make pace the second half of the journey. The tandem time was record, viz., 7.29.5, while Hale put in a record for all classes of machines in the first fifty miles, doing 3.6.25⅘.

ON the 4th inst. the same club held a twenty-four hours road race, which owing to bad management and worse weather resulted very unsatisfactorily. There was a large number of starters, very few of whom finished. G. P. Mills, the record holder, won by two miles from a comparatively unknown man, the distance being only two hundred and twenty-seven miles, and the machine ridden a Beeston Humber ordinary bicycle. T. P. Marriott was the first tricyclist, doing one hundred and ninety miles, but altogether the distances were a long way outside record.

GREAT chagrin is felt in many quarters here, that no English amateurs will compete at Springfield this year, and nothing will add more fuel to the flame already burning steadily into a blaze which will consume the amateur definition, than the stupid policy which has been pursued in this matter. At the same time, Ducker has seriously weakened his position by printing the names of men as certain to appear at Springfield, who never had the faintest intention of so doing.

OUR racing season is nearly over. Next Saturday the Kildare meeting at Lillie Bridge, and the following Saturday the Surrey meeting at Kensington Oval, will terminate the London racing, and we shall be face to face with the dull season, which, thanks to the amateur question, is likely to be pretty lively, — save the bull!

THE Touring Club has just given to the world the design of its new badge, which I need not further describe than by saying that the L. A. W. badge is almost identically the same. It is hoped on this side the pond that you, over there, will fully appreciate the honor conferred upon you by the imitation. THE BARD.

LONDON, 9 SEPT., 1886.

Tournament Remnants.

WELL, the great tournament is finished, and its results (except financially) are widely known. Everything was against it this year, even the weather putting in a lick. I understand the deficit will not be to great as to put the club very badly in she hole. There is no question tiiat the absence of the Englishmen had much to do with the lack of enthusiasm. The Columbia team had things so much its own way that the result of any race in which any of its members were entered was almost a foregone conclusion. It is probably because the Columbia riders were not pushed to their utmost that so few records were made.

There is no question that Billy Rowe is pre-eminently the fastest rider in America, if not in the world. Even if Hendee had the requisite "sand," (which his most ardent admirers reluctantly admit he most wofully lacks), it is doubted if he could ever head Rowe. I would like, though, to see a race from start to finish between the two.

I'm extremely sorry that I was led into the error last week of sending a very foolish rumor regarding the Pittsfield meet. It came to me in such a queer manner that I unthinkingly gave it credence for the moment, not realizing how such an accusation would appear. I hope it has given you no unnecessary trouble. [We gave no credence to the rumor, and so stated in last edition. — ED.]

Percy Stone surprised even his most intimate friends by his really good riding last week. Percy has been doing his work so quietly as to have been comparatively unnoticed by those whose eyes and ears have been filled with the doings of the "cracks." There's good stuff in Stone, and it has n't all been brought out yet.

Crocker was also another surprise. Association with Burnham seems to have been a good thing for him also. What that veteran (Burnham) isn't posted on in racing probably isn't necessary to know.

Aaron must have been pretty well buzzed last week. Merrill gave him an hour's earache at the Massasoit Thursday. Friday night Ducker took him in hand, and the seance lasted till about 1.30 the next morning; and then Renton collared him Saturday night, and rumor says, spirited him away to New York in the dead of night.

The Springfield "love feast" panned out nobly. All the fire eaters were noticed dwelling together in most contented and peaceful harmony. The WORLD's enterprise in issuing an extra was quite generally commented on as a good stroke of business. Rumor has it that if the Pope Company carries a team next year, they will be openly classed and called professionals.

As you will probably be pretty well filled with tournaments this week, I'll go easy on you, so here's my sig. (Welcome, isn't it?) THE IDLER.

Chicago.

WE are especially lucky hereabouts, in having a hotel which is superb in all its appointments, takes its name after the League, gives the boys a tip-top dinner for fifty cents, and is always at the disposal of the fraternity. It is situated on Lake Street, in the vicinity of Oak Park. Its genial proprietors, Messrs. Allen & Ingalls, act like they were keeping a hotel for fun. They certainly deserve all the patronage we can give them, on account of the uniform courtesy they extend to us.

I RECEIVED a note from Wilbur F. Knapp, soon after he reached Denver. Among the things he wrote was a graphic account of a pugilistic encounter between George F. Higgins, which gentleman looks after the interests of the Columbia, and Vanhorn, Knapp's partner. The fracas occurred in the rink, and was the evident outcome of long-nourished ill-feeling on the part of both men. Knapp and Vanhorn sell the Apollo, you know. The fight, as described to me, resulted in Mr. Higgins losing the use of one eye, and being broke up generally. Perhaps it will be better to take this part of it *cum grano salis;* but you know as much about it as I do.

I TOOK a day's outing in Indiana last week. Went down to see Whittaker ride, and saw him do ten miles in thirty-four minutes, over a hill that but two of Crawfordsville's riders could climb. Whit. has got the town wild and crazy on the subject. The two daily papers report his movements closely, and when he starts out for a run business is suspended. The merchants, as well as all the men, women and children generally, come out on the streets with every variety of clock and watch to take his time, and keep the teams out of the way. It reminded me of circus day. Whit. is very popular, and the result of his riding will be a large increase of bicycle riders in the neighborhood.

THE Chicago Club did nothing of importance at their meeting last Tuesday. The Illinois Cyclers' membership has reached forty-eight. Rumor is that Col. Pope will visit this city early in October.

VERAX.

Little Rock, Ark.

WHEN you are looking for cyclists, perhaps you do not think to gaze into the wilderness that the word "Arkansaw" generally suggests to the mind of the average Easterner. "Allee samee," they do exist down here, and are struggling manfully for a division in the L. A. W. and all that such an honor signifies.

Indeed, if things continue as they have been in the past few weeks, it is highly probable that we shall require the substantial aid that the L. A. W. is supposed to render weakly cycling interests. It was only a few days since that one of our unfortunate wheelmen suddenly ran up against a pompous Dutch magistrate of our town, knocked him over in the dust, cut his cheek, and bruised his elbow and his dignity at "one fell swoop." Of course it was an accident. "His Nibs" was a little deaf, and our "biker" was a little fast.

Then the City Council savagely passed an ordinance to keep all cyclists off the sidewalks, which action caused the hearts of our younger wheeling fraternity to bleed.

Our magisterial Mogul now spouts about shutting all "Dem tam-fool tings" off the streets, but we are fixed for him, and think we can put up a pretty tough little fight, even if we are not assisted by the League.

But I started ont to tell you about a little "tour" that five of our most venturesome wheelmen undertook, a few days since. Baird, Polk, Davison and the two Cross brothers, on three Stars, a Columbia, and a Rudge, started for Hot Springs, a distance of about sixty-five miles, over dirt roads so "bumpy" and rough that a road book describing them would have to be bound in flexible covers or it would not close together. They managed to tumble along over some twenty-five miles of the distance, to a town called Benton, on the banks of the Saline river, a stream some thirty yards wide, very shallow and rapid. The natives had apparently smelled them from afar, for they were assembled in force on the opposite bank of the river to see the strange travellers. Our boys thought they would do the thing up in proper shape, so without much consultation or thought, when they came to that part of the stream where teams usually ford across, they rode boldly into the water on their bikes. Now the fun — for the spectators — commenced.

The bottom of the stream was mostly sand and stones, but Polk found a place in the bottom on which his big wheel became peculiarly "stuck," and while the attachment was very sudden, it was not near so rapid as the header that Polk took into the creek.

Baird says he felt that he could not take a header off his Star, so he sat there above the "billowy wave," smiling at the fishy efforts of Polk, but his little wheel ploughed into something soft, and Baird, quicker than a wink, took a side flop into the creek.

The other boys felt that they were not such talented water-men, so they took the "dry-route" across.

The Bentonites were treated to the biggest circus they have had since old Dan Rice used to "do" their town, and they are laughing yet. Our boys, after fishing themselves out, concluded that the train ran faster and with less chance of unseemly dampness.

If I see this printed, it may lead me to think that an occasional dose from this part of the country will not be refused a place next some of the more famous and fortunate correspondents, and I 'll "come again." PHILHENRY.

LITTLE ROCK, ARK., 16 Sept., 1886.

[Our readers and ourselves will be pleased to have you "come again."—ED.]

St. Louis.

INTEREST in the illuminated parade increases as the time draws near. More trouble is experienced in securing the participation of three hundred men than there would be in getting a thousand on East. The number of squads is increasing, and there will be a Mikado, a cowboy, and other styles. The flambeaux drilled Wednesday night with fireworks, about sixty men taking part.

ROGERS and Ladish have returned from their hunt for the hidden silver treasures of Arkansas, and allege (of course) to have struck the richest deposits in the country. Neither Jack nor Lad have mounted a wheel for many a month. This failing is becoming noticeable among our wheeling nabobs.

THE camera craze is rife in the Missouri Club, and Secretary Sells can be seen any Sunday with his little "Anthony" strapped to his bar. It is a desirable craze, and goes far toward calming the desire to scorch which is growing so common. The club are about to adopt a distinctive uniform.

WHITTAKER gave St. Louis the go-by when he went East. Ho left Clarksville suddenly, going to Indiana, and his friends were mystified as to his whereabouts. Poor taste!

J. P. BRUCE, Chief Consul of Mississippi, spent a day or two in town. He dresses in regulation cow-boy costume.

TO show his esteem for the riding qualities of the departed Star man, the fastest horse in Pike County, the scene of the great road race, has been named by its owner "George Weber."

WEATHER is cool, full moon, and riding is magnificent — to our fancy.

BREVITY.

COMMENTS laudatory from the daily press on our extra edition last week are appreciated, and thanks returned.

Manhattan Meanderings.

THE Kings County Wheelmen gave another of their delightful race meets at the Brooklyn athletic grounds last Saturday afternoon. The affair was run off with a precision and smoothness not surpassed by the Springfield management. A feature of the meeting was the riding of the "Rich" boys, Quilla and Seton. The two brothers divided the events between them. Quilla will retire next year, and will bring out Seton. It seems the regular thing for ex-cracks to "bring out" somebody.

AS a sort of advertizement of their race meet, the Kings County Wheelmen held a moonlight parade last Thursday night. Barring the facts that it had rained all day, which made muddy riding, and that owing to the clouds the moon was supplied in small quantities, the parade was a success.

AT the regular meeting of the New York Inter-Club Bicycle Road Racing Association, held at the Harlem Wheelmen's club house, after their race meet, it was decided to hold the race on election day, Tuesday, 2 Nov., over the Irvington-Milborn course. Instead of running over the course four times, as in the last race, a bad end will be left off, making five journeys necessary. The treasurer reported a balance of $90 on hand. The meeting was largely attended.

THE Ixion Club opened their billiard room last Wednesday night. Over thirty of the club's members were present, and there was much popping of corks and fizzing of various beverages.

THE Club's race meet has taken hold of the boys, and they are all working to make it a success. The prizes will be put on exhibition in some window on Broadway. W. C. Herring, 351 West 59th Street, has charge of the meet.

A VERY interesting document now adorns the Citizens' bulletin board. This club appointed a committee some time ago, to secure increased park privileges. It was the general impression that the committee had petered out; but this was base injustice, for the committee had brought the matter before the park commissioners, and the document referred to was their reply. In it, Mr. John D. Crimmins, the president of the Park board, curtly informs the committee that the board thinks wheelmen already have enough privileges, that they cannot think of granting them any more, and further, that if wheelmen don't stop coasting and otherwise misbehaving themselves in the park, they will be entirely prohibited from riding therein!!! I believe Mr. Crimmins has the mayoralty bee in his bonnet. Wheelmen should recollect this and cast a ballot, at any rate. Meanwhile, the petition to open the entire park to wheelmen still grows in bulk. It will strike the park commissioners dumb.

THE RUDGE HUMBER TANDEM.



202 MILES IN 24 HOURS.

By W. H. HUNTLEY & H. D. COREY.

SEND FOR CATALOGUE.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

WE WILL ABSOLUTELY GUARANTEE

THE ✣ AMERICAN ✣ SAFETY

TO BE THE

Easiest Running Bicycle in the World!

AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL, TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine, because they know it is the best, and therefore the mount for their personal use.

Dayton, Ohio, Aug. 13, 1886.

Messrs. Gormully & Jeffery.

Dear Sirs:—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have, for the last five years, been riding an —— but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount. Very respectfully, A. W. GUMP.

Indianapolis, Ind., May 6, 1886.

Messrs. Gormully & Jeffery:—Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly, C. F. SMITH, Mgr. Indiana Bicycle Co.

New Haven, Conn., June 3, 1886.

Messrs. Gormully & Jeffery:—The 42-inch Safety has arrived and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON, Pres. and Treas. Am. Bi. Co.

The last edition of our Catalog, printed in July, and containing detailed descriptions of this and of our other excellent Cycles, mailed FREE.

GORMULLY & JEFFERY,

CHICAGO, ILL.

BROOKLYN wheelmen were greatly excited and maddened over the fate of one of their number last Monday evening. It was moonlight, and most of the clubs had parties out on the Coney Island boulevard. Among them were several members of the Algonquin Wheelmen, a small club. When near the beach, one of their number, Mr. F. B. Mirick, was run into by a buggy and thrown violently to the ground. He was picked up by his companions, bruised, bleeding, and insensible, and laid at the roadside. A doctor, who happened to be passing, examined the poor fellow, and found that his jaw was fractured in three places. He was taken to an hotel near by, and when partially recovered, was driven home in an open barouche escorted by his saddened companions. He is now well on the way to recovery. The driver was on the wrong side of the road, and was lashing his horse in an endeavor to beat another turnout. Unfortunately he disappeared into the darkness unrecognized.

ONE of the notable figures at Springfield was Mr. Chas. E. Renton. Many thought he had come up to fasten on to Secretary Aaron, but they credited him with false motives. You know the Renton *v.* Hill and Beckwith case is set for next Wednesday, but I doubt if it will come off, as Mr. Renton will be on a carriage tour through Connecticut. At the preliminary hearing, I have an impression that some one testified that Renton had been expelled from the League for writing a threatening letter to a member of the board. It now turns out that no letter was written, and that the evidence was but hearsay. Renton claims that his son was wronged, first, in being expelled on baseless and untrue charges; secondly, in not even having his petition for reinstatement read at the Boston meeting. Some high League officials agree with me that Renton was misused. They have a good case, and Dr. Beckwith has a poor one, and as they are willing to withdraw their suit if the board reconsiders its action, I think it would be the easiest way out of it. On Saturday evening Messrs. Renton and Aaron met at the Massasoit House in Springfield, and had a long confab, which will go down into history as the second treaty of Springfield. TITNAM.

The Bicycle in India.

THOMAS STEVENS, the plucky correspondent of *Outing*, who is making the trip around the world on his bicycle, has just arrived in Delhi, India, in good health, and confident of his ability to complete his journey, unless some unforseen accident bars his way in China.

FROM a journalistic standpoint, the tournaments have been a success in that the fighting editors met together, and proved to each other that their mutual friendship is better than their mutual enmity.

Opinions and News, in Brief.

LYNN is under way. Records will get a shaking up if the weather will only warm up and the wind keep still.

IF we could only swap with the yachts and give them all the wind and we racing cyclists take the calms.

CAPT. A. M. HILL, of New Orleans, is somewhat chagrined that his offer of a fine diamond medal for a fifty-mile road race did not receive more evidence of appreciation. Such a lack of interest has been shown that Mr. Hill has withdrawn the offer.

Bicycle South very properly objects to the rumor that has been going the rounds to the effect that the *American Wheelman* was to swallow the New Orleans paper. Such an item got into our columns, and we now hasten to correct the same. The September number of the *Bicycle South* reaches us, and does not look like being absorbed by any paper. It is a good number.

A SQUIB appears in an exchange to the effect that the A. C. U. is going to do big things *vs.* Corey because of his ride with Huntley on a tandem. We don't see how they can do anything with Mr. Corey as he does not claim record.

MEMPHIS, Tenn., is not dead. Club rooms on the ground floor and a race track are among the evidences of prosperity.

FAED recently got into a scrapping match at Leyton, England, in which, in self defence, he called for his revolver. The prosecution claimed he had presented a loaded revolver at him, etc. As it was shown to be done in self defence, and as the presenting a loaded revolver was not proven, "Faed" was acquitted.

Bicycling News without A. J. Wilson ("Faed") will be very much like cold veal and no salt.

Wheeling, in commenting on the fact that America is on top in yachting, crows over the fact (?) that "Rule Brittania" can be sung with gusto by English cyclists. *Wheeling* is usually right, but we will wager a guinea that we have a man, who spells his name R-o-w-e, who can "lick all creation."

Wheeling takes the bit in its mouth, and bolts the amateur question in this fashion: "Why not abolish the amateur definition?"

SHIPTON, in the C. T. C., very strongly depreciates the shilly-shally policy of the N. C. U., and urges that organization to take a front stand.

ALL of which goes to prove that the amateur question in England is not any more settled there than here.

THE St. Louis *Post-Despatch* makes the brilliant discovery that a mile, with a flying start, can be made quicker than a mile with a start from standstill, all of which tends to prove that a man moving fast will cover more ground than a man moving slower. The astute St. Louis man should have a medal.

F. T. MERRILL, the Pacific sloper, believes in the old-fashioned way of going from the word "go." No man can loaf very much who starts in a race with Merrill. We commend his tactics to the notice of more "experienced" riders.

JOHN HISCOCK, a prominent rider of Omaha, Neb., lately became insane while attending a race meet at Minneapolis. It was thought the excitement unbalanced him.

VAN MEEBEKE has at last arrived at San Francisco, after 4,000 miles of weary travel from New York.

OF all the amateurs who raced at Springfield, Crist led the list in the most firsts. This man is great for a little fellow,—quick, nervous, and plucky. Still, we believe that Foster will pan out to be the fastest man in the country among the amateurs.

THE following notice appeared at bottom of announcement of the late meet of the Surrey Bicycle Club: "Note.—The entry of any amateur cyclist in the employment of, or retained by any member or maker or makers, will not be accepted, unless such amateur cyclist agrees to ride a machine other than that manufactured or supplied by the maker or makers by whom he is so employed or retained. Any competitor who infringes this notice will be liable to disqualification."

THE autumnal festivities at St. Louis are now under full headway. 1, 2, 3 October is specially set aside for wheelmen, the illuminated parade being the feature. The official programme in colors is very tasty, and the engraved invitation a very imposing card. By all means be in St. Louis on 1, 2, 3 October, if you can.

MR. HORACE BELL, of London, who has for several years been connected with the sport and business of cycling, is under contract to come to the Overman Wheel Company, and will after 10 October be found in their salesroom. Mr. Bell has earned for himself an enviable reputation among wheelmen of England, and we hope he will take kindly to being transplanted into Yankee soil.

WOODSIDE was timed as doing the last one hundred yards in a race at Springfield last week in six seconds, equal to speed of a mile, in 1.45⅘, Hence the failure to photograph a finish with other than an electrical exposure.

SPRINGFIELD bows the head towards Lynn, and acknowledges that Rowe is the king of cyclists on the path. It will be pretty hard for William to retire to the hum-drum life of a shoe factory after the excitement of the race track.

E. H. CARSON, of the *Star Advocate*, started last Monday on a 1,200-mile tour through the States of Massachusetts, Rhode Island, Connecticut, New York, New Jersey. He thinks when he gets home he will be quite a kicker.

THAT there were fewer cycles in Springfield this year than at any previous tournament.

Proposed Match.

DURING the meet at Springfield, ye editors assembled there got to discussing their relative personal merits as speeders. Some bragging was indulged by all but the *modest* editor of the WORLD. However, the outcome was that Secretary Editor Aaron threw down the gauntlet of defiance, and a scramble ensued between the editor of the *Wheel* and the *cheeky* editor of the WORLD, as to who should pick it up. Each got a piece. The upshot of this will be that representatives from the *Bulletin*, *Wheel* and WORLD will commence at once to consume beefsteaks and absorb porter *ad lib.* until the time of meeting; date at present not settled. The rules to govern this great race are not yet fully formulated, but it is understood that the distance is to be a mile, time limit eighteen minutes. Two or three wheelers may be used. Contestants compelled to *ride* the *whole* distance; *no walking* and *pushing machines*. The first prize is we understand to be a lock of Lacy Hillier's hair. The second prize will probably be the photo of a "Pure Amateur" (VERY RARE), and the last man in will be *compelled* at the point of the bayonet to read a copy of our W. C. on School Street. Special dispensation will be asked for, to allow Wood, Rowe, Hendee, and other flyers outside the pale of humanity to make pace for the editors. Refreshments will be served contestants every eighth of a mile, and attendants will be stationed at the same intervals to rub down, sponge off, and generally revivify the struggling scorchers. We are willing to back our opinion with ducats that the WORLD scoops the lock of hair.

St. Louis invites the C. T. C. Members.

A CORDIAL invitation is hereby extended to the members of the American Division, C. T. C., to visit St. Louis 1, 2 and 3 Oct. The programme for the entertainment of the visiting wheelmen comprises, among other things, a grand parade Friday night, track and road races Saturday, banquet Saturday night, De Soto run Sunday, over the famous air line route, and a good time generally. Aside from the cycling part of the programme, we have to offer the grand street illumination, alone worth a trip to St. Louis, the parades of the Veiled Prophet, Trades Display Association, the Flambeau Club and Athletic Associations, the Great Exposition with concerts by Gilmore's complete band, and finally the St. Louis fair. All these events will make St. Louis a lively place this fall and no mistake, and the wheelmen who visit us may feel sure of a good time. Fraternally, W. M. BREWSTER,

State Consul for Missouri.

ST. LOUIS, 6 Sept., 1886.

A BENEFIT will be tendered the trainers of the racing men 9 October, at Lynn. All the cracks and a host of the lesser lights will participate. It is hoped the public will respond.

All Sorts and Clippings.

"Ho, stand aside!" the wheelman cried,
As down the road he went
At break-neck speed, "for I am bound
To reach the tournament."

He struck a stone; the header came,
And o'er the wheel he went
In graceful summersets—alas!
'T was not the turn he meant.

Al. Spink, in St. Louis Critic.

WHITTAKER rides an American Champion now, and on that machine he is going for the road records.

IF "imitation is the sincerest form of flattery," the L. A. W. ought to feel proud that the C. T. C. has taken the trouble to imitate its badge. — *Wheeling.*

AT the Cleveland races, George Gollister and J. H. Huntingdon broke the quarter and half mile tandem record, on a Rudge Humber tandem, making the quarter in .43½, and the half in 1.24.

MECREDY speaks very highly of the Quadrant racer with unequal wheels; it skims corners magnificently and runs on the straight just as well as the ordinary.

AFTERNOON riders on the Mill-dam have reported the appearance of several mysterious craft propelled at high speed, as though to escape the observation of the curious. These are said to be experimental machines, built for the purpose of deciding upon new points for the 1887 Victor tricycle.

THOUGH not in the right, at dead of night,
To a cad we always say,
When asked in our flight, why we haven't a light,
"Because we ain't built that way."

— *Wheeling.*

MR. W. B. SAYLOR, of Bordentown, N. J., writes: "Received the American Rudge yesterday morning, in good condition, and I as well as my customer like it better than any I have yet seen."

W. B. EVERETT & Co. will issue early in September a clearance list including 1885 pattern, new machines, shop-worn and second-hand goods. Some rare trades may be looked for.

A BICYCLE brass band has been formed at St. John, Mich. The band consists of thirteen members, with George Steel as drum-major, all of whom are experienced bicyclists and able to play their instruments when mounted. — *Exchange.*

A. H. OVERMAN has returned from England, full of new ideas. We may expect to see the results in next year's Victors.

PROF. WILLIS, the physiognomist, says: "Beware of the girl that has black eyes, shun the girl with blue, and run from the girl with gray eyes." This practically restricts the choice of the foolish young man to the Circassian girl with pink eyes, who is not warranted genuine outside of the dime museum.

BOTH B. B. Ayres, tour-master of the L. A. W., and G. R. Bidwell, the chief-marshal, used Rudge light roadsters on the L. A. W. tour.

OF the sixteen officers of the tour, nine of them are mounted on their Rudge light roadsters.

OUR paper is pretty full of tournaments this week, and will be next. September is the great racing month in America. Then the men will whack away at records and make L. Hillier mad by breaking 'em.

IT is said the Overman Wheel Company will build a tandem next year on lines intended to surpass any thing seen in this country.

A. WOOD will not return to England right away after the tournaments; he will go to Springfield and have a dash at the records.

OUR great city of Washington was startled a week or more ago by newspaper reports, etc., of one of our Washington riders having accomplished the very dangerous feat of riding the coping of "Cabin John's Bridge," six miles from Washington, D. C.; it also was said that the coping was only fifteen inches wide. The truth of the matter is that the coping is about two feet or more. wide, and both rider and machine were lashed tightly with ropes, which were held in the hands of about six men who walked alongside. No doubt the wheelmen will appreciate this great feat, and cheer the rider for his bravery.—*Washington Correspondence.*

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington Street, Boston:—

No. 348,276. Velocipede. John C. Garrood, Boston, Mass., importer in ball bearings.

No. 348,325. Velocipede, Chas. W. Hamshaw, Blue Springs, Mo.

No. 348,605. Velocipede wheel, N. M. Wilson, Philadelphia, Pa.

No. 348,619. Velocipede, Chas. E. Courtney, Union Springs, N. Y.

No. 348,692. Velocipede wheel, David H. Rice, Brookline, Mass.

No. 349,145. Tricycle, N. M. and Wm. B. Depuy.

Louisville Notes.

ABOUT the close of this month a party of Chicago wheelmen will visit Louisville, as the guests of the Louisville Wheel Club; they will be accompanied by a number of our riders for a day's run into the country. But be it understood that our three great staples,—beautiful women, fast horses, and good whisky,—have no alluring attraction for them; they are coming for a sniff of Kentucky air, a look at our blue grass fields, and to try our limestone pikes.

We are jolly glad they are coming, for riders here are always pleased to have visiting wheelmen among them.

KENTUCK.

The Lynn Cycle Club will have an entertainment (operatic) and dance Friday night at the Coliseum. Were you ever in Lynn? If not, come and have a good time.

TRIGWELL'S BALL-BEARING HEAD

Is Enough in Itself to Determine One in Favor of the

ROYAL MAIL

THE ONLY WHEEL HAVING THIS HEAD!

We are Receiving the Highest Testimonials. Truly the Wheel of the Year.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says:—

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY, Hon. Sec. of the L. B. C., says:—

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says:—

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

From "WHEELING," 1 Sept., 1886.

We seldom remember such unanimity as prevails with reference to the ball-bearing head of Trigwell, Watson & Co. Not a man who has tried it is there who does not swear by it as the greatest thing in bicycle manufacture of the day.

A Trigwell patent ball-bearing head was fitted in the machine of Mr. Mills on which he made the existing bicycle record for the Land's End to John O'Groat's ride, though he rode another machine not fitted with this head when he made the 24-hours record. The longer ride, however, was by far the best test for this well-appreciated head-piece, whose merits are so pronounced that no bicyclist should be without it.

Mr. HARRY JONES, of the Haverstock C. C., says:—

My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says:—

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

We have Royal Mails, either with old Model Heads and Cemented Tire, or Ball Head and Cemented Tire, or Ball Head and Grip Fast Tire.

THE WHEEL OF WHEELS!

In selecting a wheel, get the Latest Improved. The Excellence of the Royal Mail Bicycle is too well known to need description. We take Other Wheels in Trade, and can Allow More Now for Old Wheels than Able to in the Spring. Try a Royal Mail A Few Second-Hand Ones in Stock. Send for Circulars.

WM. READ & SONS, 107 Washington Street, BOSTON, MASS.

SOLE AMERICAN AGENTS.

Things We should Like to Know.

IF all our amateurs are pure? If the Racing Board has got any new men on the list?

HOW Renton enjoys following Aaron about? and how Aaron enjoys being shadowed by Renton?

WHAT those expenses of the chairman of the Racing Board to New York and Springfield were for?

IF "Charter Oak" was n't right, after all, about that meeting?

WHEN Ladish is going to dash off another elaborate article?

IF England will abolish the amateur rule?

WHY Brother Aaron allows its English correspondent to mention makes of machines in the *Bulletin?* If it's because its English?

IF the Pope Manufacturing Company has not done more to kill off promateurism than any one else?

WHAT 's the use of any other make hiring men when the Pope Company has all the best?

WHAT the difference is, from an amateur standpoint, between a trainer and a manager?

WHAT the moral difference is between a racing man who accepts his expenses from a club, and a race official who does the same thing?

WHY tandem racing is not encouraged more?

WHAT Neilson and Prince think of each other now?

IF Kennedy Child does not know that straw hats are called in?

HOW Ned Hodges likes sitting on the jury?

IF it is not about time for some one to start another cycling paper?

Route of Boston Club, 100-Mile Road Race.

START at Faneuil Hotel, Brighton, out through corner gate R. Washington street to Oak square, then Tremont street to R. Park 1L. Elmwood, 1R. Centre and Galen streets towards Watertown to L. Morse L. Watertown avenue, L. Adams, R. Washington, 1R. Craft, L. Watertown avenue to West Newton; R. Waltham street, L. High, L. Moody, L. Derby, R. Cherry, R. River, L. Lexington street, L. Auburndale street to River, sharp R. Elm, follow car track to L. Washington street to Newtonville; R. Walnut to L. Homer, 1R. Pleasant to R. Centre at Newton Centre; to R. Cresent avenue to Beacon, sharp L. Lake avenue to L. Walnut, 1R. Lincoln and Woodward streets to R. Chestnut, R. Homer, R. Walnut, R. Centre to Winchester street, R. Highland avenue to Needham; then Dedham avenue to L. Webster, R. Highland avenue back to L. Winchester street, R. Boylston, L. Parker, sharp R. Cypress and Dudley to L. Boylston, L. Hammond, L. Ward, L. Centre, L. Willow and Sumner, R. Beacon, through Newton Centre to R. Chestnut, 1L. Fuller, R. Washington, 2L. Auburn, over bridge at Auburndale, R. Lexington, 1R. Walcott and Webster to L. Waltham street, R. Craft, L. California to L. Galen, over bridge to Watertown; R. Main street to forks, take Arsenal street to over bridge, then Western avenue to over Cambridge bridge, 1R. Blackstone, 1R. Cambridge street, over bridge and Allston, railroad crossing to L. Brighton avenue to R. Babcock, R. Harvard, L. Brighton avenue and Cambridge street to Faneuil Hotel, and repeat.

RACING NEWS.

Roseville Tournament.

EVERYTHING is now in shape for the Roseville Tournament on 30 Sept., 1 and 2 Oct. The third of a mile track has been put in record shape, and it is expected that the racing men will seize this, the last opportunity of the season, to put a series of records to their credit. Entries have been received from all the participants in the Springfield, Lynn, and Hartford meetings, including Hendee. Rowe, Kluge, Adams, Stone, Ives, Woodside, Wood, Neilson, Crocker, Prince, besides a host of other lesser lights.

The grounds are situated at Roseville, a suburb of Newark, N. J., thirty minutes from New York City, and in the midst of a country abounding in scenery and fine roads. There are ninety trains a day from New York City, and trains can be taken from either the Barclay or Christopher Street ferries, which will land you right at the entrance to the grounds, all trains stopping at the grounds during the tournament. Admission tickets are for sale at the stations of the D. L. & W. R. R., and at the New York offices, excursion tickets to Roseville, including admission to the grounds, can be purchased for sixty cents; reserved seat in grand stand, fifty cents extra; to uncovered stand, twenty-five cents extra. Tickets may also be purchased in New York from Fred Jenkins, 322 West 59th Street; A. G. Spalding & Bros. 241 Broadway; and at Newark from Howard A. Smith & Co., Oraton Hall.

A number of clubs will tour to the meeting over the beautiful roads of the Oranges, and spend the mornings inspecting the country, attending the races in the afternoon as a fitting wind-up of the day.

Inasmuch as all the champions of the country will participate in the events, promateur, amateur and professional, great riding is looked for. Wood, the English champion, will endeavor to beat his 2.33 record, made at Hartford, and Rowe and Hendee will probably meet in the promateur events.

The committee of the N. C. U. have passed the following claims to tricycle path records, accomplished by G. Gatehouse, C. U. B. C., on 26 August, at Long Eaton Cycling Track:—

Miles.	Time. M.	S.	Miles.	Time M.	S.
2	5	37 2-5	12	35	24 1-5
3	8	30 4-5	13	38	24 4-5
4	11	26 4-5	14	41	23 4-5
5	14	27 3-5	15	44	23 4-5
6	17	25 3-5	16	47	16 3-5
7	20	16 4-5	17	50	18 1-5
8	23	15 4-5	18	53	22 1-5
9	26	25 2-5	19	56	15 4-5
10	29	26 1-5	20	59	10 3-5
11	32	24 3-5			

Greatest distance in one hour, 20 miles 460 yards.

THE fifty-mile championship of the Surrey Bicycle Club was decided at the Surbiton grounds, near London, England, lately. It was won by C. Potter, who made all the running himself, and succeeded in beating all previous records from from twenty-eight to fifty miles, inclusive. Time for the fifty miles, 2. 41. 40 3-5, beating the previous record, held by the Hon. Keith Falconer, by 2. 18. The time was taken officially by Pembroke Coleman.

THE twenty-four hour "road ride" of the North Road Club, London, England, 4 September, resulted as follows: G. P. Mills, Anfield B. C., ordinary bicycle, 227 miles, (1); S. Waterhouse, Sheffield, ordinary bicycle, 225 miles, (2); C. W. Brown, Finchley B. and T. C., safety, 217 miles; T. W. Huntsman, Belsize B. C., ordinary bicycle, 217 miles. The most careful system of checking and timing was employed. Several other contestants covered 206 miles. T. N. Marriot, on a tricycle, did 190 miles. A remarkable feature in this race was that, with the exception of Mills, all the contestants "croppered" at some time during the race.

Springfield, Mass.

FOURTH DAY.

AFTER the thunder storm of Friday night, Saturday morning dawned bright, clear, and cool, a charming day for ordinary physical exertion, but by no means a record day. Notwithstanding this, a couple of records fell, as will be seen below. My forecast of Rowe's success in the final with Wood proved correct. Rowe won the race on its merits, and is worthy of all praise. That Wood is decidedly off is a fact, however. He has not been able to get his stomach in trim since he landed, hence he has been racing under difficulties. I am of the opinion that Rowe is the better man of the two, everything being equal. A trip to the track, Saturday morning, showed a fine condition of things, so far as surface was concerned. A large gang of men were raking, scraping, and rolling it. By half-past two fully 7,500 people had passed the gates, and the grand stand was packed. As usual, on the dot of 2.30, the bell rang for the first event, which was down on the cards as the tenth heat, for world's championship between J. S. Prince and F. Wood. Mr. Child, however, made the announcement that Mr. Prince allowed the heat to go by default, so race No. 2, which was a three-mile amateur 9.45 class, was started. H. S. Hart came to the post, but went back to the dressing room, and did not go with the rest. Harding led the lot at a fair pace, the rest all being content to follow at the gait set them. The wind was strong down the back stretch, and the men bent well over their work at that point. The racing commenced on the home run, and at that point was anybody's win. Here Burdick, who had been riding about fourth, shot out from the crowd, and came home an easy winner, with Harding, Brown, and Edmans, in that order, after him.

SUMMARY.

Three-Mile Amateur Bicycle, 9.45 Class.— First prize, gold watch, open face; second prize, carving set, renaissance pattern; third prize, gold cuff buttons, stone settings. Fourteen entries. H. L. Burdick, Albany (1); P. S. Brown, Washington (2); W. M. Harding, Hartford (3); A. F. Edmans, Troy (0). Time, three miles, 9.20.

The next affair was the ten-mile lap professional bicycle. It was supposed Crocker would make it interesting for the men who wanted first place, but Woodside and Frazier, who are both riding in fine trim, did not give any one else a show for first and second money. Neilson's riding also disappointed his admirers by retiring, but as he had a race with Prince on hand, he might have decided to save himself for that. Fred Wood also was evidently saving himself for the great final with Rowe, and so did not appear. Woodside won every lap except one out of the twenty, though Frazier made him work for some of them.

SUMMARY.

Ten-Mile Professional, Bicycle Lap.— First prize, $120 cash; second prize, $90 cash; third prize, $60 cash; fourth prize, $30 cash. Eight entries: W. M. Woodside, Minneapolis (1); Charles Frazier Jersey City (2); H. G. Crocker, Newton (3); W. J. Morgan, Chicago (4); R.A. Neilson, Boston; J. S. Prince, Boston; R. James, Birmingham, did not finish. Time, ten miles, 31.192-5 Frazier, 31.20.

In the next race, the three-mile promateur, Hendee was, of course, the favorite. Nothing extraordinary was done, and as usual the men did the racing on the last quarter. Then Hendee and Ives pulled out and raced for the tape, Hendee taking the race by about five yards.

SUMMARY.

Three-Mile Promateur Bicycle, Open.— First prize, diamond stud; second prize, complete fishing outfit; third prize, water set, silver, gold-lined. Eight entries. G. M. Hendee, Springfield (1); F. F. Ives, Meriden (2); W. A. Rhodes, Dorchester (3); C. P. Adams, Springfield (0); C. E. Kluge, Jersey City (0). Times, three miles, 9.2 4-5; Ives, 9.3 2-5.

The three-mile amateur handicap was fraught with considerable interest, because Crist, Foster, Hart, and DeBlois would come together. Foster's chances were looked on as the best, but the result did not warrant the guess. The handicapping was not good at all. At the end of the one-mile, all the men had bunched, and were going at a rare pace for the limit man, Collins, who had 200 yards start. On entering the third mile, they had him beaten, and a slower pace was set, preparatory to the final rush. It was a very pretty race to look at; after the men had started on the last half, they were bunched, and no one seemed ready to squawk. It was a splendid finish between Crist, Hart and Foster; they all lapped each other on the tape.

SUMMARY.

Three-Mile Amateur Bicycle Handicap.— First prize, diamond stud; second prize, scarf pin, diamond setting; third prize, biscuit jar, decorated china, gold and oxidized; nineteen entries: W. E. Crist, Washington, scratch (1); H. S. Hart, New Britain, 50 yards (2); F. Foster, Toronto, scratch (3); E. A. DeBlois, Hartford, 30 yards (0); N. S. Kavanaugh, Cohoes, scratch (0); H. W. Gaskell, London, scratch (0); W. M. Harding, Hartford, 150 yards (0); G. R. Collins, Troy, 200 yards; P. S. Brown, Washington, 100 yards, did not finish. Time, three miles, 8.38 3-5; Hart, 8.38 4-5.

A suppressed murmur of excitement from the spectators showed that something was working on their feelings more than ordinary. The cause was found in the fact that THE event of the tournament was about to be settled, and when Rowe and Wood appeared for the test, loud applause greeted both men. Rowe started off at a pace that for a moment looked like record; but on turning into the back stretch, he perceptibly slowed up. On making the half, Rowe in the lead slowed up to let Wood by, and for twenty yards they rode side by side, so slow as almost to stop. When Rowe found Wood would n't take the lead, he started again, and after passing the quarter-mile post, the racing commenced in dead earnest. Every one was on his feet, and the excitement was intense, as not until about twenty yards from the finish was it seen to be Rowe's race. Then Pandemonium was let loose, and the air was filled with noise, hats and things. Rowe was brought to the judges' stand, and presented to the audience by Mr. Ducker, as "CHAMPION OF THE WORLD," and honestly we believe that this title is no misnomer, and our regret is that all England's best men are not here to prove it.

SUMMARY.

World's Championship, Final Heat.— First prize, gold watch and gold medal; second prize, $100. W. A. Rowe, Lynn (1); Fred Wood, Leicester (2). Times, quarter, 43 1-5; half, 1.27 1-5; three quarters, 2.28; mile, 3.8 3-5; Wood, 3.9 1-5.

Neilson and Prince then ran a mile for a special purse. It was soon seen Neilson had a snap, and could win as he liked, which he did.

SUMMARY.

One-Mile Championship of America.— Prince *vs.* Neilson, for special purse. R. A. Neilson, Boston (1); J. S. Prince, Boston (0). Time, quarter, 47; half, 1.31 3-5; three quarrers, 2.20; mile, 2.58 3-5; Prince 2.59.

In the one-mile promateur, the Colnmbia interests were placed in the hands (or legs) of Burnham and Adams. On the last half Kluge made a grand spurt and shot so far to the front that it looked like a Star victory. But Stone was preparing a surprise party for the boys, and the way he came past Ives and Burnham was a caution, winning the race by a good length.

SUMMARY.

One-Mile Promateur Bicycle 2.40 Class.—First prize gold watch, open face; second prize, pedestal lamp, antique brass, tulip globe; third prize, gold watch chain. Six entries. Percy W. Stone, St. Louis (1); E. P. Burnham, Newton (2); F. F. Ives, Meriden (3); C. P. Adams, Springfield (0); W. M. Haradon, Springfield (0); C. E. Kluge, Jersey City (0). Time, mile, 2.51; Burnham, 2.51 3-5.

The five-mile professional came next, and was a procession, with Morgan in the lead, Woodside in the rear; this order was maintained until the men began to race on the last half. Woodside commenced to go for the front, followed by Wood, Neilson, Frazier and Crocker. At this point Frazier made a rush, and succeeded in passing all but Woodside. Wood was good for third place, but ten yards from home he stopped pedalling, and let Neilson and Crocker pass him.

SUMMARY.

Five-Mile Professional Bicycle, Open.— First prize, $100 cash; second prize, $60 cash; third prize, $40 cash; nine entries. W. M. Woodside, Minneapolis (1); C. Frazier, Jersey City (2); R. A. Neilson, Boston (3); N. G. Crocker, Newton (0); F. T. Merrill, Portland (0); W. J. Morgan, Chicago (0); F. Wood, Leicester, England (0). Time, five miles, 16.16 3-5; Frazier, 16.16 4-5.

The next race was to have been a tandem challenge, between Crist and Brown, and Foster and Rich, but Rich being at home capturing laurels on his "native heath," the breach was filled by Messrs. Collister and Huntington, of Cleveland. The Washington team set off at a terrific speed to catch the Clevelanders, which they soon did, and also to break record, which they did also. As it was seen that this would be accomplished, the excitement ran high, and shouts of encouragement were vented. Down they came the home-stretch flying, Crist working his head *a la* Cripps. As it became known that records had gone, the plucky lads were cheered to the echo.

SUMMARY.

One-Mile Challenge Tandem Tricycle Race.—

Name	Quarter.	Half.	Three quarters.	Mile.
Crist and Brown	40 2-5	1.19	2.03	2.48
Best previous world's record	41 1-5	1.21 2-5	2.05 3 4	2.43 1-5

NOTE.— It will be seen they did not beat their own record of 2.43 mile made the first day of the races.

Hendee then came out to lower the one-mile record, and with Adams, Burnham, and Rowe for pace makers, succeeded in lowering American records as follows, which considering the high wind is a fine performance:

Old Records.

TIME.	M. S.	M. S.
One quarter	0 38 4-5	0 35 1-5
One half	1 15 2-5	1 12 4-5
Three quarters	1 52 4-5	1 52 2-5
One mile	2 31	2 31 2-5

It will be seen that he lowered the one-half and one mile records.

The final event of the great tournament was the usual consolation, and the boys made a fine race of it, too. It was close from go to finish.

SUMMARY.

One-Mile Amateur, Bicycle, Consolation.— First prize, gold watch chain, second prize, Stevens bicycle rifle; third prize, seal ring; fourth prize, travelling bag; fifth prize, Lakin cyclometer. Four entries. E. A. DeBlois, Hartford (1); A. F. Edmans, Troy (2); E. B. Smith, Springfield (3); G. R. Collins, Troy, N. Y. (4). Times, mile, 3.1 3-5; Edmans, 3.1 4-5.

NOTES.

WOODSIDE won $667.50 worth of prizes at Hartford and Springfield; Neilson, $455; Wood, $267.50; Morgan $110; Merrill, $20; Crocker, $375; Frazier, $187 50; Eck, $75; James, $25.

Langdown, the New Zealand wonder, was *non est.*

All the cycling literary lights were photographed by W. W. Stall, just before the races began.

Thanks are due Mr. Norton, who had charge of the press arrangements for his efficiency and courtesy.

The meet is to be illustrated by Harpers in their weekly.

Wood is one of the most cheerful losers we ever saw. When he is beaten he is beaten; he never makes excuses. He is a sportsman, and a popular fellow.

THE following table gives the list of prize winners during the Springfield tournament:

PROFESSIONALS.

Name.	1st.	2d.	3d.
Fred Wood	2	0	1
R. A. Neilson	2	2	2
W. M. Woodside	5	3	0
Robert James	0	0	1
T. W. Eck	0	2	0
Horace Crocker	2	0	3
Charles Frazier	0	3	0
F. T. Merrill	1	0	0
W. J. Morgan	0	1	0
PROMATEURS.			
W. A. Rowe	4	0	0
G. M. Hendee	3	0	0
W. A. Rhodes	0	2	1
E. P. Burnham	2	1	0
F. F. Ives	0	3	2
C. P. Adams	0	0	1
C. E. Kluge	0	0	4
Percy W. Stone	1	2	0
W. M. Harradon	1	0	0
AMATRURS.			
A. B. Rich	1	2	2
H. W. Gaskell	1	1	1
F. Foster	1	2	1
W. E. Crist	3	1	0
A. T. Edmans	0	1	0
E. A. DeBlois	1	0	0
William Harding	1	2	1
Henry Goodman	0	0	1
Phil S. Brown	1	0	*2
H. S. Hart	1	1	0
J. T. Williams	0	0	1
F. W. Fahey	0	1	0
H. L. Burdick	1	1	0
G. R. Collins	0	0	1

Chicago Owl Club Races.

THE Owl Club races Saturday were the most successful of any we have had so far this season, though that is not saying very much. The attendance would not exceed three hundred, but was somewhat gratifying to the boys, from the fact that quite a number of their lady friends turned out. A strong east wind made fast time impossible. The event of the meet was the riding of F. T. Harmon, who won everything he went into with ease, although this was his first attempt, and he was handicapped too by his mount, which was a 58-inch roadster. The summary of the meet is as follows:—

One-Mile Novice.— Prize, silk umbrella. F. T. Harmon (1); H. R. Winship (2); W. B. Buckley (3). Time 3.03 1-2.

Two-Mile Open.— Prize, bronze inkstand. W. S. Webster (1); M. W. Bowbeer (2). Time 6.16 1-5.

One-Mile Handicap, Owl Club Only.— Prize, diamond ring. F. T. Harmon (1), 5 seconds; C. H.

Munger (2), 5 seconds; C. B. Peirce (3), scratch. Time 3.03 4-5.

Three-Mile Handicap, Open. — First prize, silver watch. N. H. Vansicklen (1), 9.35 2-5; C. J. Kluge, 20 seconds (2). Time 9.35 2-5.

One-Mile Handicap, C. B. C. Only. — Prize, dressing case. J. M. Crennan (1), 15 seconds; N. H. Van Sicklen (2), scratch. Time 3.05 4-5.

Onee-Half Mile Dash. — Prize, silver-headed cane. W. S. Webster (1); C. B. Peirce (2). Time 1.27 3-5.

Two-Mile Lap Race. — Prize, Dunlap hat. W. S. Webster (1); H. R. Winship (2). Time not taken.

Slow Race, 100 Yards. — Prize, leather medal. C. B. Peirce (1); C. H. Munger (2). Time 4 04 4-5.

One-Mile O. C. C. Championship. — Prize, medal. F. T. Harmon (1); C. H. Munger (2). Time 3.04 2-5.

One-Mile Illinois Cycling Club Championship. — Prize, L. A. W. Pin (1); bicycle lantern (2); bicycle shoes (3). M. Bowber (1); J. F. Palmer (2); W. R Burchley (3). Time, 3.10 1-5.

Consolation Race. — Prize, bronze clock, was won by C. B. Peirce.

Cortland County.

THE first annual race meeting of the Cortland County Cyclists' Club was held 15 September, at the driving park in conjunction with the fall fair. The weather was beautiful, but the track slow; nearly six thousand people were on the grounds, as shown by the receipts.

The officers of the day were:

Referee. — J. P. Becker, Syracuse.

Judges. — S. B. Alley, Moravia; W. F. Hitchcock, Homer; F. C. Atwater, Homer; C. C. Clark, Scott.

Timers. — C. S. Stroubridge, Cortland; T. H. Wickwire, Cortland; C. F. Wickwire, Cortland; S. S. Hammond, Marathon.

Scorer. — A. McFarlin, Moravia.

Clerk and Starter. — W. D. Cloyes, Cortland.

Half-Mile Youths. — M. Keese, Cortland (1), 2.13 1-2; T. Norris, New York (2); E. Norris, New York (3).

Two-Mile Open. — W. B. Perry, Syracuse (1), 7.22; J. P. Becker, Syracuse (2), 8.37 1-2; F. Olin, withdrew on last lap.

One-Mile Club. — C. Viele (1), 3.36 1-2; F. Melvin (2), 3.37 1-4; D. Brown (3), 3.52 1-2; W. Johnson (4), 3.58 1-2; I. B. Knickerbocker (5), 3.59.

One half-Mile Run and Ride. — W. B. Perry, Syracuse, 2.33 1-2; B. Alley, Moravia, 2.35.

100-Yards Slow Race. — B. Alley, Moravia, won; time, 3.38 1-2; S. Alley, Moravia, dismounted; W. Johnson, Cortland, got out of course; A. Clark, dismounted.

One-Mile Consolation. — S. B. Alley, Moravia (1), 3.47 1-2; W. Johnson (2); F. Melvin (3); the latter had a pedal come off his wheel while he was leading.

Beaver Falls, Pa.

THE Inter-State bicycle meet was held 17 September, in Beaver Falls, Pa., at Geneva Park; the threatening weather and heavy track made the time of races very slow. Result:

One-Mile 3.05 Class. — T. E. Moorhead, Beaver Falls, (1), C. M. Clark, Pittsburg (2). Time, 3.40 4-5.

One-Mile Open. — W. I. Wilhelm, Reading, Pa. (1); Karl A. Pardee, Akron, Ohio (2); W. D. Banker Allegheney, Pa. (3). Time, 3.26.

One-Mile Novice. — A. C. Banker, Wooster, Ohio (1); R. F. Randolph, Beaver Falls (2); Louis Critchlow, New Brighton, Pa. (3). Time, 3.39 1-5.

One-Mile Special. — F. E. Moorhead, Beaver Falls (1); C. M. Clark, Pittsburg (2). Time, 3.35 4-5.

Half-Mile Open. — W. D. Banker, Allegheny, Pa., (1); Karl A. Pardee, Akron, Ohio (2); W. I. Wilhelm, Reading, Pa. (3). Time, 1.36 3-5.

One-Mile, 3.20 Class. — R. F. Randolph, Beaver Falls (1); A. C. Banker, Wooster, Ohio (2). Time, 3.43 1-5.

Boys' Race, Half-Mile. — J. M. Morrison, Beaver Falls, (1); Chas. Randolph, Beaver Falls (2); C. Grimm, New Brighton (3). Time, 2 01.

One-Mile Inter-State Championship. — W. A. Crawford, New Castle, Pa. (1); T. E. Moorhead, Beaver Falls (2). Time, 3.55.

Two-Mile Open. — W. I. Wilhelm, Reading, Pa. (1); Karl A. Pardee, Akron, Ohio (2). Time, 7.51. On the last lap both fell while on the upper turn, but quickly remounting they finished the race.

Two-mile Inter-State Championship. — W. A. Crawford, New Castle, Pa. (1); Chas. D. Pierce, New Castle (2); L. N. Crawford, New Castle (3). Time, 7.07.

One-Mile Consolation. — Louis Critchlow, New Brighton, Pa. (1), 3.44.

The officials were as follows:

Referee. — H. Warren Terry, Newcastle.

Timers. — J. B. Kaercher, Pittsburgh; J. Murray, Pittsburgh; H. B. Cubbison, New Castle.

Scorer. — C. L. White, New Castle. C.

The Kings County Meet.

THE fall meeting of the Kings County Wheelmen occurred to-day. Following is the summary:

Two-Mile Team Race. — A. B. Rich and E. Valentine.

One-Mile Novice. — C. F. Pray, Bedford Cycling Club, 3.9 2-5.

One-Mile Lap Race. — A. B. Rich, 2.57 4-5.

Two-Mile Handicap. — J. W. Powers, Jr., Harlem Wheelmen, 200 yards, 5.56 2-5.

Three-Mile Handicap. — A. B. Rich, at scratch, 9.29 3-5.

One-Mile Club Race for Novices. — L. P. Webber. Time, 3.19 4-5.

One-Miles, 3.10 Class. — S. H. Rich, 3.8.

Five-Mile Scratch Race. — S. H. Rich, 18.40 3-5.

One-Mile Consolation Race. — E. C. Parker, Harlem, 3.16 4-5.

Two-Mile Team Race, Four Men from each Club. — Kings County Wheelmen, 38 point; Harlem Wheelmen, 32 points.

RACES AT FREEHOLD, N. J. — 8 September, at the Driving Park:

One-Mile. — W. S. Hill, Red Bank (1); J. McDermott (2); J. Powell, Smithville (3); A. R. Coleman, Red Bank (4). Time, 3.10 3-4.

Half-Mile, best 2 in 3 heats. — J. McDermott won two straight heats, with E. Rose second.

Two-Miles. — J. Powell, Smithville (1); W. S. Hill, Red Bank (2); A. R. Coleman (3); J. McDermott (4); J. Burtis, Asbury Park (5). Time, 7.33 1-4.

TOURNAMENT AT PICTON, ONTARIO. — 8 September:

One-Mile, Green. — C. James (1); W. W. Swetman, Napanee (2).

Half-Mile, best 2 in 3 heats. — J. S. Bonar (1); W. Normile, Napanee (2).

One-Mile. — L. B. Cooper (1); H. A. Dean (2). Time, 3.15.

One-Mile 4-Minute Class. — W. Lingham (1); W. Normile (2). Time, 3.44 2-5.

Two-Miles. — Cooper (1); J. B. Wilson (2); W. Normile (3). Time, 7.24 4-5.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

Connecticut. — F. A. Jackson, 608 Chapel street; New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — F. J. Pool, 3 Broad street, New York City.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa. — S. B. Wright, Oskaloosa.

Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: H. C. Douglas, Maple avenue, East Orange, N. J; Barton Brown, 22 East Third Street, Williamsport, Pa.; Harry U. Clapp, 22 East Third Street, Williamsport, Pa.; A. H. Merritt, 142 West Fourth Street, Williamsport, Pa.; Reed Hawley, Brick Church, Essex County, N. J.

APPOINTMENTS. — Consul for Williamsport, Pa., Edward J. Fisher, Williamsport, Pa.; hotel for Willoughby, Ohio, Powell House. Counsel for New York City, P. M. Harris, 351 West Fifty-ninth Street, New York, N. Y. Counsel for Utica, N. Y., R. W. Russell, Eureka Mower Company, Utica, N. Y.

HAND-BOOK ANNOUNCEMENT. — The acting chief consul can now supply a few copies of the 1886 Hand Book. Price thirty-five cents.

BOOKS AND PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Tricycling for Ladies. By Miss F. J. Erskine "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Cortis on Training. By H. L. Cortis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has as its authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accessories. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.30.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.60 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Low. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full Instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G. Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth. By mail, $1.00.

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $1.25 each.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bi. C. B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Papa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes.

Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.



SAFE, PRACTICAL AND FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25, post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

FOR SALE OR EXCHANGE

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — Copy of *Outing*, from October, 1883 to August, 1886, inclusive, at cost, $7.85. W. H. MIDDLETON, Harrisburg, Pa.

FOR SALE. — Coventry Rotary Tandem Tricycle, for sale cheap. In good condition. Good reasons for selling. Address W. L. Surprise, Memphis, Tenn.

FOR SALE. — Or exchange, one 54-inch F. N. Expert; one 52-inch F. N. Expert; one 52-inch Rudge Light Roadster, enamelled. The above machines are in good condition, and bargains. Will be sent on approval. Correspondence solicited. G. B. ALLEY, Moravia, N. Y.

CLUB Tandem, nearly new, will be sold cheap for cash. THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

SEND for list of new and second-hand bicycles and tricycles, to THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

FOR SALE. — One 44-inch Facile bicycle, perfectly new; great bargain at $110, cost $135 one month ago. Address at once, Box D, care of Savage & Farnum, Campau Building, Detroit, Mich.

GREAT BARGAINS!! — Humber Tandem tricycle, $125; 48, 52 and 54-inch Experts; 48 to 52-inch Standard Columbias; 52-inch Victor, new. Very cheap to close. Correspondence solicited. NEW YORK BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — Fifty-inch Victor, 52-inch Standard Columbia, 53-inch Columbia Roadster, 54-inch Rudge Roadster, and 50-inch American Challenge. Write for prices. T. B. RAYL & CO., Detroit, Mich.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53	RUDGE RACER	used twice		$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — One 54-inch Victor bicycle for sale, in first-class condition, 1885 pattern, price reasonable. Address Box 502, Marlboro', Mass.

FOR SALE. — One 58-inch Rudge Light Roadster, to be sold at once. In good condition; (looks almost like new). Price, $80.00. Will send by freight or C. O. D., for examination. Address, C. E. Fiz, 335 Broadway, Somerville, Mass.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

FOR SALE. — Quadrant Tandem, built by Lloyd Bros. Bicycle steerer; ball bearings all around. In splendid condition; will carry 400 lbs. Price, $200. Apply, H. B., WORLD Office.

FOR SALE. — Victor tricycle, cheap, latest pattern; also a 52-inch Harvard, good as new, three quarter nickelled, price $55. Address, Box 502, Marlboro', Mass.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price $90. Address Box 5319, Boston, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

How to Get to Roseville Bicycle Races,

Sept. 30, and Oct. 1 and 2.

From New York, take Barclay or Christopher Street Ferries of Delaware, Lackawana and Western Railroad. Fare, including Admission to Grounds,

SIXTY CENTS.

Tickets on sale at Ferry House, and also at the following Stations of Delaware, Lackawana and Western Railroad, where Excursion Rates have been arranged, including Admission Tickets, as follows: —

NEW YORK (Barclay Street)	$0.60	SOUTH ORANGE	$0.60	MORRISTOWN	$1.20
NEW YORK (Christopher Street)	.60	MILBURN	.85	BLOOMFIELD	.50
HOBOKEN	.60	SHORT HILLS	.85	GLEN RIDGE	.50
NEWARK	.50	SUMMIT	.90	MONTCLAIR	.55
BRICK CHURCH	.50	CHATHAM	.95		
HIGHLAND AVENUE	.50	MADISON	1.05		

REGULAR TRAINS FROM NEW YORK 1.30, 2.10, 2.30, 3.10,

And Special Trains every Twenty Minutes, stopping at Grounds.

9 SHORT EXCITING RACES EACH DAY 9

COMMENCING AT 3 O'CLOCK SHARP.

Reserved Seats now on sale by FREDERICK JENKINS, 322 West 59th Street, New York; A. G. SPALDING & BROS., 241 Broadway, New York; HOWARD A. SMITH & Co., Oraton Hall, Newark, N. J., and Orange, N. J., and at the Grounds. FREDERICK JENKINS, Manager.

IXION BICYCLE CLUB RACES AT ROSEVILLE, OCTOBER 16.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

THE BOSCOBEL, LYNN,

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

BEST IN THE WORLD.



THE KELLOGG BICYCLE SHOE.

This shoe, which is just being put on the market, possesses all the advantages of any Bicycle Shoe made in the country. In regard to *style*, *workmanship*, or *material used*, we claim it is the best shoe for the purpose it is designed for of any in the country, as they are all hand-sewed. We make three widths — 2, 3, and 4. In sending your order give size you wear, and the measure by inches around instep and ball. Every order must be accompanied with check, P. O. order, or registered letter. Our net prices are $4.00.

P. S. — We allow a liberal discount to dealers who wish to sell our shoes. Manufactured by

KELLOGG & EAGER . . Palmer, Mass.

LIGHT ROADSTERS

are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.

We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters — Weldless steel tube, ball bearings — highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!

SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS

All kinds, low prices — Bicycles, Tricycles, Tandems new or second-hand — Clergymen, Doctors, Lawyers, Merchants, Clerks — adopt this system — Send 2 cent stamp for particulars. Mention this paper.

S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor, Rochester, N. Y.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and move ties in sundries, with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

HOLDFAST TIRE CEMENT
PUT UP IN 2 OZ. STICKS
PRICE 20 CTS.
SENT POST PAID ON RECEIPT OF PRICE
=H.B.HART, 811 ARCH ST. PHILA.=

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

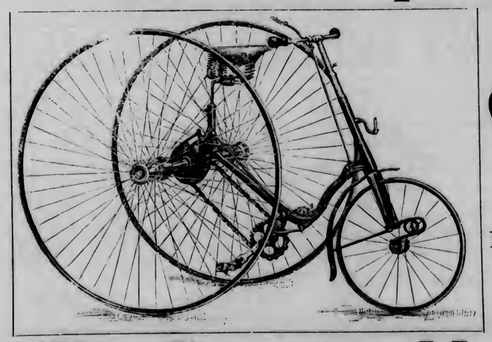
J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

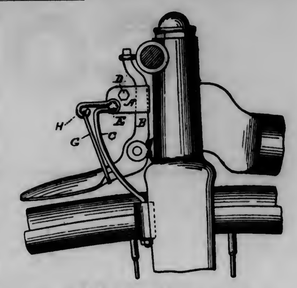
OVERMAN WHEEL CO.,
Boston, Mass.

Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,
E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS and BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street, BOSTON.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

COLUMBIA.

HARTFORD

Out of nineteen First Prizes, twelve won on COLUMBIAS.

Out of thirty-nine prizes, twenty-five won on COLUMBIAS.

SPRINGFIELD

World's One-Mile Championship, won by William A. Rowe on a COLUMBIA.

World's One-Mile Record, made by George M. Hendee, in 2.31, on a COLUMBIA.

Twenty-four First Prizes, out of a possible thirty-eight, won on COLUMBIAS.

The Majority of prizes won on COLUMBIAS.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,
597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 1 OCTOBER, 1886. | Volume XIII. Number 22.

To make a bicycle strong enough to bear the strains incident to use on all roads, light enough to avoid all superfluous weight, and graceful enough to please those whose idea of a wheel involves beauty as well as strength, requires that all conditions of its manufacture be the best. The material must be well selected with regard to its position in the machine; the workmanship must be the most skilful. The bicycle, from its earliest stage to its finished condition, must be under the eye of one trained to detect the slightest evidence of flaw in metal, or irregularity in line.

So are Victors made, and they show the best results attainable in the present state of the cycle builders' art.

When the Overman Wheel Co. began building cycles they determined to make nothing but the best. They have adhered to this policy with the result that Victors have earned the reputation of being the lightest running wheels in the market.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST ROADSTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"RAPID," "NEW RAPID," TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the

APOLLO.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36½ pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOTSON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50

No. 2. For 4¼ x 5¼ Picture, no Sliding Front 22.50

No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street. Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 1 OCTOBER, 1886.

THE big events for the coming week are: —

1 October. — Wheelman's illuminated parade at St. Louis, Mo., and the L. A. W. inter-State meet at same place, three days.

2 October. — Boston Club road race.

Same date, Roseville, N. J., tournament, three days.

6 October. — Syracuse Cycle Club races.

9 October. — Races at West Philadelphia, under auspices of the A. A. of Cycling. Same day, Dorchester Bicycle Club road races.

THE Eastern circuit of cycle tournaments for 1886 are events of the past, and we now give Roseville, N. J., a chance to fittingly finish up the American racing season, so far as the big events go.

No blame is attached to the racing board on account of the rain which interfered with the Lynn races.

IF Mr. Renton really wants to get justice, he will find the courts of equity much better suited to his purpose than the criminal ones.

WHITTAKER'S twenty-four hour ride was interrupted by his collision with a mild-eyed cow. We suggest that Crawfordsville pass an ordinance requiring all cows out late at night to carry a lighted lamp and ring a bell. It's only fair.

A WORDY war is being waged, good-naturedly, by Lynn and Springfield, as to the comparative merits of Rowe and Hendee.

THE Boston *Herald* says that "swell" cyclers wear Black Crook tights. Yes, "swell head" cyclers do.

MR. AARON has made a very favorable impression on many Boston men who did not know him, and we are pleased to number ourselves among them. Come again, Brother Aaron.

THE N. C. U. have suspended some more men, but with foolish timidity do not publish the names. What 's the good of barring a man from the track, if no one knows who it is, except by rumor.

TIMING is what the N. C. U. and L. A. W. should now turn their attention to. There is no doubt but that official timers for each racing division of the country should be appointed, and paid for their trouble. We have not a shade of doubt as to the honest intentions of the timers the management of race meets appoint, but timing is a ticklish thing, requiring great experience, coolness and accuracy. To such should the timing of all race meets be intrusted where records are claimed and accepted.

LONDON W., in his Lynn notes, speaks of the lions and the lambs dwelling together in amity; but we notice that Prial, on arriving in New York, took off his coat, rolled up his sleeves, and got in the first lick on Aaron. The worthy secretary-editor assures us that a cyclone will strike in the vicinity of the *Wheel* office, just as soon as his editorial form presses the editorial cushion in the editorial sanctum in Philadelphia. As for ourselves, the sweet bird of peace has a habitation in our midst, and if anybody comes fooling round shooing off that dove he will get hit. Our memory floats back to a certain corner in the bow of the "White Wing," and we sigh for continual PEACE.

WE are more than sorry that circumstances have kept the Englishmen away this fall, and prevented the British cracks from competing with our best men. It is a question whether Furnivall, Gatehouse, and others could walk away with so many firsts, if brought into competition with our best amateurs and promateurs.

WE have been asked if we believe in the efficacy of fining to prevent loafing? We believe in everything that tends to kill that bane of modern bicycle racing. Whether the fine is the best means to gain the end, we cannot yet say. Suspension for a longer or shorter period might be a still more powerful lever to compel the men to *ride* in their races.

IN retrospect we now view the great tournaments, their success, their failure, and the causes for same. It is a sorry fact that none of our race-projecting clubs came out with a balance on the credit side. The long train of circumstances that has led up to this disastrous result is already so well known as to only require the briefest of recapitulations. The origin is to be found in the unfortunate complication on the amateur question, the forming of a new class, the uncertainty and timidity of the Englishmen as to their status in case they should come to this country, and finally, to the very able way in which Mr. Lacy Hillier fostered this distrust in everything American. To all these do we ascribe the absence of the English cracks. And

there is no doubt their absence has been a factor in the non-success, financially of the tournaments. Then, again, the promateurs have not helped much, outside the meeting of Rowe and Hendee, and Rowe and Wood. The races these men entered against their fellow promateurs were devoid of all interest, because the result in such races was foregone. To these two reasons can be traced a good deal of the apathy on the part of the public. But what we missed by these two should have been more than offset by the fine racing given by our much-abused pure amateurs. With a field composed of Rich, Foster, Gaskell, DeBlois, Crist, Brown, and Harding, it was never known until the finish who was going to win. It was fine racing, and deserving much better recognition than it received. The managements have met their engagements without flinching, and taken their losses like men, determined to make it up on the next opportunity.

SPRINGFIELD clearly leads in the matter of system in running their races, while Lynn, we think, gave the most interesting races. This is largely due to the fact that a three-lap track gives more satisfactory races to spectators, while it is nearly as fast as one of two laps. We hope Roseville will not be unfortanate this year and do as Hartford, Lynn, and Springfield have done, *i. e.*, lose money.

Boston Club Road Race.

THE utmost care has been exercised by the committee in charge, to the end that no possible question may be raised as to the length of the route to be traversed to-morrow. A slight change at the end of route has been made from that printed last week. The Faneuil House being closed, the start and finish will be made at the Centennial House, and commencing on fifth line of our published account from bottom, corrected route will read, I R. Cambridge street over bridge and across Allston Railroad crossing, L. Harvard street, L. Brighton avenue, R. Pleasant to R. Harvard R. Babcock, L. Brighton avenue and Cambridge street to Centennial House and repeat. Start will be made at 9 A. M. to-morrow sharp. Refreshments will be provided at Needham by checker.

Massachusetts Club Road Races.

THE Massachusetts Club will give its annual road races Saturday afternoon, 16 October. All the races will be started from the club house, 152 Newbury street. Routes as follows: —

Course of the thirty-mile race: Starting from club house, Dartmouth street, Commonwealth avenue, through the park to Beacon street, right to Brighton avenue, left to Cambridge street, right to Washington street, to Oak square, left to Tremont street, right to Park street, left to Elmwood street, right to Centre street, Newton; over railroad tracks, left to Washington street, through Newtonville, past Great Sign Boards and Newton Lower Falls to Wellesley Hills; left Wellesley avenue, Needham Plain avenue, right to Great Plain avenue, where checker will mark up three eighths of a mile; left to Highland avenue, to Needham street, to Winchester street, to Centre street, to Newton Centre; right to Beacon street, to Chestnut Hill Reservoir; between basins and around reservoir to Chestnut Hill avenue; right to Washington street, to Cambridge; right to Brighton avenue, to Beacon street, through the park to Commonwealth avenue to finish.

Thirteen-and-a-half-mile course: Dartmouth street, Commonwealth avenue, through the park to Beacon street, right to Brighton avenue, left to Cambridge street, right to Washington street, left to Chestnut Hill avenue, around reservoir and return between basins to Chestnut Hill avenue; right to Washington street, to Cambridge street, right to Warren street, to Brookline; left to Beacon street, to Harvard street; right to Babcock street, right to Brighton avenue, to Beacon street, through the park to Commonwealth avenue to finish.

Twelve-and-a-half mile tricycle course: Dartmouth street, Commonwealth avenue, through the park to Beacon street, right to Brighton avenue, left to Cambridge street, right to Washington street, left to Oak square, left to Tremont street, right to Park street, left to Elmwood street, right to Centre street, Newton; over railroad tracks, left to Washington street, through Newtonville, past Great Sign Boards and Newton Lower Falls to Wellesley Hills; left Wellesley avenue, Needham Plain avenue, right to Great Plain avenue, where checker will mark up three eighths of a mile; left to Highland avenue, to Needham street, to Winchester street, to Centre street, to Newton Centre; right to Beacon street, to Chestnut Hill Reservoir; between basins and around reservoir to Chestnut Hill avenue; right to Washington street, to Cambridge; right to Brighton avenue, to Beacon street, through the park to Commonwealth avenue to finish.

The entrance fees for the races are as follows: Club races, fifty cents; open race, seventy-five cents. Entries to be made to Capt. A. D. Peck, 152 Newbury street, Boston. Entries close 14 Oct. Fine medals will be awarded, probably three in each event.

Chicago.

THE old adage that thirteen at a table means death for one, was again demonstrated in the case of poor Billy Durell. A few days before Cheltenham Beach opened its gates to the public this season, the management dined the board of reference at our swell restaurant, Kinsley's. On this board were R. Philip Gormully, J. O. Blake, and the lamented Durell. As the gentiemen were sitting down Mr. Gormully called their attention to the fact that their number was just thirteen, but none seemed of a superstitious turn of mind, and they all enjoyed the dinner, with its pleasant accessories in the way of after-dinner speeches, etc. The victim was Billy, as you all know. I suppose it is because cases of this kind are noticeable and become fixed on a man's mind that these adages are so implicitly believed in by many intelligent people.

I RAN down to Crawfordsville last Friday to see Whittaker run against time. About a dozen of us were at the fork of the two twenty-five mile stretches when he started at 5 A. M. He said he proposed to have whatever he did this timehold, and the boys about town made very elaborate preparations to have the demands of the A. C. U. strictly carried out. He started at 5 o'clock precisely, and went out of sight at a three-minute gait. He was checked at the proper points, and arrived at the starting point, apparently not a *Whit* tired, in 2 h. 55 m. 46½ s., which is a world's record by a great big nine minutes. With a rest of only eight minutes, he was off again on the other stretch, and again made the starting point at 11, 43, 59 A. M., doing the hundred miles on a fifty-mile straightaway, over an hour and seven minutes better than McCurdy's record.

He then took a thorough rub-down and had his breakfast, and at 11.52 was off again, thinking that with this splendid start he might just as well go for the 24-hour record, but when 12½ miles out he ran over a cow in the road and was bruised so severely that he could not mount his wheel, so he pushed it into New Richmond 13 miles from the starting point, and reached there in 42 minutes, which shows that his time on this 12½ miles was the fastest of the day. He was not seriously hurt, and will shortly run for the other records. Of course you want to know his mount. It was a 51-inch American Champion. The performance was certainly a remarkable one, and I doubt very much if your Boston Club race this week will break this record at either the 50 or 100.

Whittaker is very much pleased himself. He remembers his fall in the Clarksville race and has intended to beat Geo. Weber's time ever since.

CRAWFORDSVILLE is a town of some 9,000 inhabitants, and has hitherto paid little attention to the sport, but it is now simply wild and crazy on the subject, and the result of Whit.'s stay will be a large increase to the local wheelmen. At the finish of the fifty miles a very large crowd had collected. At the hundred the liveries ran busses, and everybody seemingly who owned a horse brought his family along, which, with the large number who walked the one and one-half miles, shouted all the inspiration Whittaker needed to start for the twenty-four hours. The town was very much disappointed at the accident, as they had engaged the band to serenade him at the end of the one hundred and fifty, and proposed to close the stores and have a general good time. This sort of thing does make riders.

IF McCurdy wants to down these records he has got to come to this State of Indiana. Fifty-mile courses of excellent gravel with few hills can be found in a great many places. I would like to see McCurdy, Hollingsworth, and Whittaker have it out.

I AM writing in Indianapolis. Came here to referee their two days' tournament. A right good meeting is looked forward to. Van Sicklen and Kluge are here from Chicago, as well as John A. Blake, who will lend his assistance in the way of a judge. Whittaker will be the starter. Thirty-four entries have been received, and include the fastest men in the several surrounding States. The prizes represent a *bona fide* $1,500, says C. F. Smith, besides the Pope cup, which if won by Van Sicklen will become his personal property. He has got to down Hollingsworth to get it, however.

VERAX.

St. Louis.

THE week just ended has been the liveliest ever experienced in St. Louis, the occasion being the triennial conclave of the Knights Templar, beside whose parade our coming G. N. I. P. will seem a pigmy, though wheelmen in line are always attractive.

THE track races set for the day following the illuminated parade are off. The road race will take place. Rain has caused postponement of the called drills for three consecutive Sundays, so that the liability to tumbles in the parade is increased.

TOURIST THAYER, of Hartford, is staying with friends in the city, and tells an interesting tale of his travels over the Western roads.

G. W. KRALL has just returned from a tricycling tour through England.

EX-SECRETARY STEWART, back from the tournaments, amuses his friends with a relation of Burnham and Kluge's sadness, sequent upon their defeat by Percy Stone.

THE Temple building on Broadway is soon to lose its identity as "bicycle corner" by the removal of the railway offices, which contain a number of cyclists. Many of our biggest schemes and schemers originated at the "corner."

MR. PERRY, of the Missouri Club, has ordered a 45-inch wheel, thus lowering by one inch the reach of Arthur Young, who at one time strode a 54 with "built up" pedals, but dropped to a 46. Young looks sad now when Greenwood's hill-climbing feats are mentioned.

I WAS going to say that Whittaker, yesterday, ran a hundred miles in 6.43.59 in Indiana, but presume Whit. is now under the jurisdiction of Verax.

BREVITY.

Manhattan Meanderings.

THE event of this week will, of course, be that Roseville tournament, which will be held on Thursday, Friday, and Saturday. Roseville is a suburb, thirty minutes on the D. L. and W. from New York, and only three minutes from the business centre of Newark. As I write, Monday, the track is not yet completed, and I doubt if any fast time can be made. The grounds present a handsome appearance, and a good view of the races is to be had all the way. I have scarcely met a New Yorker who does not intend to go out at least one day.

I DOUBT if the tournament will be a financial success this year. Doubtless this will be a good peg on which the enemies of Manager Fred Jenkins may hang the garments of derision and condemnation. But there have been many drawbacks, and if the tournament is at all a "go," it is as much as is to be expected. It is whispered that if some of the directors would keep their fingers out of the pie, things might go more smoothly.

THE racing division will arrive in New York on Wednesday night, and proceed to the Continental Hotel at Newark, where quarters have been engaged for them.

IT seems to be the general opinion that Mr. Renton has come to the conclusion that he has no case, hence his willingness to make a satisfactory arrangement. His case against Dr. Beckwith comes off on Wednesday.

MR. E. A. SHIELDS, of New Orleans, chief consul of the Louisiana L. A. W. division, is in town. He will remain till after the Roseville races.

MR. GEORGE BIDWELL is entirely refitting up his wheel headquarters in 58th street, West. His friends may henceforth find him in a mahogany and plate glass office, at the front of the building, on the ground floor. Some time since, I remarked that Jack Gulick was New York's nominee for the presidency next year. This remark was variously commented upon by a number of papers, and I am again sorry to disturb their serenity. But this time Mr. Bidwell has got presidential fever, and he will doubtless be a candidate next year. Of course, there are those who will say that he is in the trade, and that the presidency would be a big advertisement for him. We will, of course, admit this, but the duties of office should certainly be worthy of some consideration, and what could be better than that the office should benefit one who has worked so hard for the League?

MR. T. SMITH, or "Tommy," as the Cits' captain is called by his friends, is an indefatigable rider. He resides in Harlem, and at dewy morn he mounts his wheel and rides to the Cits' club-house, where he leaves the machine, and trains it down to his down-town office. At dewy eve this operation is repeated. This is the true utility of the wheel.

I HAVE discovered that old gentlemen in this vicinity have a wholesome contempt for wheelmen, because they do not organize their rights and obtain more park privileges and better roads. By the way, we have considerable over $1,000 in our division treasury. Now, why don't the New Jersey and the New York divisions combine and build a bicycle path, from New York City, across the eight miles of dead flat meadows and marsh lands, right into the Oranges?

THE Orange Wanderers cleared $50 dollars on their recent meet; the Harlems and the K. C. W. came out even. So you see our race meet managers are not getting rich. Herring, who is managing the Ixion affair, is so reduced that he is compelled to sneak across the Park o' nights, accompanied by "The Owl," and dine in a dime restaurant in Glueville, which is another name for upper Third Avenue.

THE Brooklyn small boy is happy. He has seen Parker run a race.

PEOPLE are wanting to know why C. Lee Meyers continues to start in scratch races with first-class amateurs. He, Parker, and Henry are the most amusing trio of racing enthusiasts around Gotham. Always getting left, though I believe the latter picks up a consolation race once in a while.

TITNAM.

"Way Down in Tennessee."

So the West is to have the League meet next year. Ah! happy St. Louis, your wish has been gratified, and I will predict a most hearty welcome, for the St. Louis boys are noted for that. I think the meet in St. Louis will tend to strengthen the League in the South and West. This in itself will help to advance wheeling in this section.

WE have no organ now. The *Southern Cycler* has been sold to the *American Wheelman*, of St. Louis. Mr. Surprise, the editor and proprietor, finding it too heavy on him, together with his declining health, thought it best to dispose of his paper.

OUR club is doing its best to boom matters; at a recent meeting it took in six new members, which will add three more to the League. Our League membership is now up in the sixties, and by spring if Nashville will come to our rescue we will no doubt reach a hundred by the beginning of '87.

. PRESIDENT W. L. SURPRISE, of the Memphis Cycle Club, has been offered the chairmanship of the Southern District A. C. U. racing committee. He has not as yet been appointed, — in fact, I am not in a position to say he has accepted it.

"Two Memphis, Tenn., boys have been trying to cover one hundred miles in a day over local roads, but failed."—WORLD, 10 September. Correct you are, but let us see what kind of roads they were. All dirt roads, where they had to follow in the wagon or horse track, and a path some five miles; they had to push their wheels through a bottom, thickly studded with undergrowth, they lost their way, besides. We have some very good gravel pikes, and they could easily pick out a path and make the hundred miles; they don't propose to do that, but take roads as they come, and not traverse the same road or a part of it more than twice.

Two of our boys easily made a hundred miles on the roads of Ohio, straight away from Cincinnati to Mechanicsburg. Their route and time of arriving was: Left Cincinnati at 5.20 A. M.; arrived at Mechanicsburg at 7.20 P. M.; distance, one hundred miles. If we had the roads, our boys could do a great deal more. They are what you might call tough riders.

MEMPHIS.

New Haven.

Two of our local wheelmen met a Boston cyclist in a town some miles distant from this city not long ago. He had talked rather large about his trips on the wheel between Worcester and Boston. For some reason they doubted his ability to do all he had claimed, and concluded to warm him up on the way back to the city. They pedalled their prettiest, and got fearfully heated, but the Boston man was *right there*. At the end of the ride they were quite ready to admit the possibility and probability of all his statements.

THERE is considerable discussion among the wheelmen of New Haven and their friends, about the doings of the officers of the borough, of West Haven. They have forbidden the riding of bicycles on the walks of that village. As the roads are very sandy and about impassable, it shuts off a very desirable route to the shore of Long Island Sound. The following, quoted from a work, giving a legal opinion on the rights of wheelmen, will, undoubtedly, be new and interesting to many of the readers of the WORLD, and may give those officials an idea or two on the matter: "Every person has an equal right to travel on the highways, either on foot or with his own conveyance, team or vehicle." This right is older than the Constitution and statutes. The right to travel to market, to mill, to church, to public meetings, to visit relatives,—that is, to pass over the public roads for the purpose of necessity or charity,—is undisputed. The supreme rule of the road is: Thou shalt use it so as to interfere as little as possible with the equal right of every other person to use it at the same time; and thou shalt be reasonably careful that no one suffer injury thereon by act or neglect of thine. The drivers of horses have no peculiar or exclusive rights in the roads as against travellers by any other mode. As to riding on footpaths and sidewalks, it may be said that bicyclers, like travellers generally, have not only a right to a passage along the highway, notwithstanding obstructions, *but if the middle of the road be impassable for their carriage, the side may be taken, and if the whole roadway, including footpaths, be impassable, they even have a right to turn out upon the abutting close by, and pass over private land around the obstruction*, provided they can do so without committing irreparable or very incommensurate damage. So that if in suburban streets or country roads, the carriage track is in so bad a condition as to be difficult or impossible of passage by a bicycle, and the footpath can be taken without imminent risk to foot passers at the time, it is justifiable for the bicycler to take it. When one passes by another going the same way, he is required to turn out to his left and pass by on the left of the one passed; and the latter is bound to offer a fair chance to go by, unless he be travelling as fast as the law allows; and even then, on request, if possible, he must let the other pass, for he may be going for a physician, or on a public errand, or for other reasons have a right to travel faster. N. H.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Cleveland was the First.

Editor Bicycling World:—Your last issue credits Springfield, Mass., with the *introduction* or first use of "electric timing in cycle races." I do not know that the matter is of especial interest to many of your readers, but the *fact* is we took times of first men successfully during our tournaments last summer (1885), and this with instruments we got up ourselves, the starting of the watch being accomplished by firing the pistol, and the stop as the first rider touched the metallic tape; the timepiece being disconnected until winners came down the "home stretch." The writer also had the pleasure of sending Mr. Ducker a description and sketches, in response to his invitation to do so. We hope to have apparatus remodeled for another season, and be able to take the times of at least two men.

Yours truly,
FRED T. SHOLES.

Haradon's Reinstatement.

Editor Bicycling World:—A great deal is being said *in re* the failure of the L. A. W. racing board to reinstate Willie Haradon, of Springfield. The last week's issue of *Cycle* remarks, that whereas his chances for reinstatement were good, but because he "could not wait" are now "very poor." He feels that if he was worthy of reinstatement, he did not deserve to be further punished for his offence, and it is evident the only object of delaying action upon the petition for his reinstatement (which petition was furnished in ample time for action previous to the Hartford tournament) was to punish him by preventing his participation in the sport this season.

Yours truly,
C. R. HARADON.

Opinions and News, in Brief.

THE season of inaction, reflection and social enjoyment will soon be on us.

STILL, we have nearly two months of enjoyable wheeling for the tourist and excursionist.

IN fact, October and November yields some of the most delightful wheeling weather.

As before hinted, if the energetic editor can only get the lazy editor of the WORLD started the twain will take an outing and inflict the results on the readers of the paper.

THREE Clevelanders lately returned from an attempted trip to wheel around Lake Erie. Rain every day made walking more possible than wheeling, hence the tour took largely of the character of a tramp.

WHAT a blessing it is that we can pick up an English paper and not have to read a batch of records. We miss the weekly announcements. Eh, Lacy!

THAT Rowe really contemplates running in double harness the balance of his life, may give color to the rumor that he will retire after this season's racing. It is pretty certain that only one class will be open to him after this year, and that is the professional. This may be another cause for his retirement.

A. H. SCATTERGOOD a prominent Albany, N. Y. wheelman, was with us at the Lynn races last week. Mr. Scattergood is not only a good wheelman, but is the best all-round in-door tennis player in Central New York.

"BROWNIE" WALLACE threatens to inflict Minneapolis with a six days' bicycle race, commencing 1 November.

A GRAND RAPIDS, MICH., young man had his machine run over by a man with a team. All that saw the affair say that the driver ran over the bike purposely, and will testify to that effect. In going over, one of the horses cut himself, and so the owner will enter a cross suit if sued by the cyclist.

KENNEDY CHILD says that Hillier's taunt that he (Child) only dared to speak his mind freely when out of striking distance is a bit strained. He has never left anything to Hillier's imagination, as to his opinion of him, when publicly speaking in hearing distance of this great American-giant killer.

Bicycling News takes up our challenge



RUDGE TELEPHONE MAN.

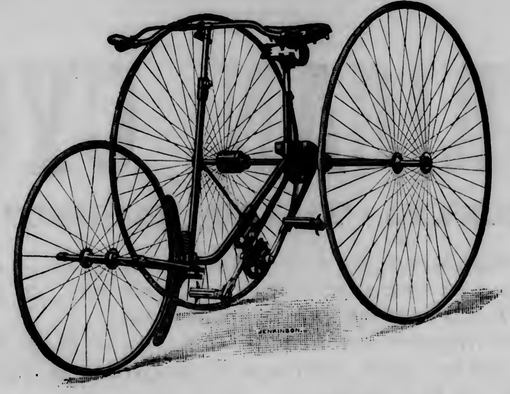
HELLO, Mr. EDITOR,—I like my RUDGE SAFETY better every time I ride it. The improvements on it this year make it simply perfect. I see that H. D. COREY, of STODDARD, LOVERING & CO., is going to ENGLAND very soon. I wonder what they are going to bring out next year.



RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

RECORD BREAKING EXTRAORDINARY!

Without a pacemaker, and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., Sept. 24, for the fifty and one-hundred mile records, under A. C. U. Rules. He did the fifty miles in

2 HOURS, 55 MINUTES and 46½ SECONDS,

beating George Weber's American records by over eleven minutes, and Golden's (English) record by over nine minutes. He did the one hundred miles in

6 HOURS, 43 MINUTES and 59 SECONDS,

knocking McCurdy's record over an hour. His mount was a 51-INCH AMERICAN CHAMPION, which is not a Light Roadster, but is constructed solely for road riding. Whittaker says it's the bearings.

YOU CANNOT GET AROUND IT!

The Fact Will Continue to Stare You in the Face!

THE

AMERICAN CYCLES

ARE THE BEST,

All things considered, and if you go carefully over the whole ground, you can but acknowledge it. Then, too, it will not stretch your pocket-book all out of shape to get one.

Don't buy an imported wheel, just because it is English.

Don't buy a wheel just because a prejudiced rider tells you it is the only wheel in the world.

***Consider the comparative superiority together with the cost, and we shall be satisfied, for we know then that your choice will fall upon one of the* AMERICAN CYCLES.**

GORMULLY & JEFFERY,

CHICAGO, ILL.

FIFTY PAGE ILLUSTRATED CATALOG (LAST EDITION) MAILED FREE.

and is willing to wager that twenty-two miles within the hour will soon be an accomplished fact. Well, we will bet *Bicycling News* five pounds of best maple sugar against a fine Cheshire cheese that the next twelve months will not see this feat *fait accompli*. Do you take it?

SECRETARY AARON states he had never experienced the pleasure of riding over Boston's sand papered roads before last Sunday, and he likes them well.

UNDER the guidance of "the handsomest man on the Boston *Globe* staff," Charlie Howard, Mr. Aaron made a *detour* on returning from Waltham last Sunday and took in the Reservoir and Corey Hill.

MR. AARON says Corey is not as steep but longer than the famous Ford's Hill, and is steeper but not so long as Eagle Rock. He regretted that lack of time (?) prevented his riding over Boston's celebrated little rise.

THE game of hearts is in high favor with Chicago wheelmen. The *card* game, we mean, not the real article.

IT has been a noticeable fact during the tournaments past and gone that when Merrill, Gaskell, or Haradon started in a race, loafing was not indulged in,—if they could help it.

WE are sorry to hear that Van Sicklen, Chicago's crack rider, is to retire from the racing path.

AFTER the trip of the Boston Bicycle Club last Sunday, almost every man had a piece of the now famous yellow hatband of A. K. Child. As to the hat, that reposes at the bottom of the classic Charles, to which depths it was consigned with *appropriate* ceremonies.

PHOTOGRAPHY has struck the Covington, Ky., wheelmen, and so it goes. We shall be paraphrasing an old song soon, "What is Cycling without the Camera?"

RICHARD GARVEY, whose name in bygone days has been well known among cyclists, recently entitled himself to the name of hero by saving a man from drowning in San Francisco Bay, at great risk of his own life.

So certain are Woodside and his running mate Morgan that the former is equal to any of the English crack professionals, that they propose going over and having a whack at the pots in "Merrie England."

THE St. Louis wheel ranks are taking in many press men. This is a good thing, as the quill will be manipulated in the interests of cycling.

IT is stated Percy Stone likes the promateur business so well that he says he shall go to converting his Western friends on his return home. If you said it, don't do it, Percy.

WE hear that Renton is inclined to let up on the Beckwith libel suit. It is an open question, we understand, whether this affair and that of Hill has seen the last stages. Rumors most portentous reach our ears that t' other side will take an inning.

THE belligerently inclined will have their fancies tickled if these rumors prove correct. Then there is the Ducker-Beckwith affair! Whoop!

WHILE all this turmoil is material for the journalists, we should like to see the courts clear of every suit of this class and kind, so far as cyclists are concerned.

THE "alleged" jokes perpetrated by our School street contemporary have been playing the deuce with Cincinnati wheelmen. "Coroner's inquest for two" is the latest bulletin.

THE Western papers are crowing over Greenwood's hill-climbing feats, and are anxiously asking "we" of the foggy East to produce his match. Through press of time, we decline to produce.

ST LOUIS men now require all their mounts to be "built to order," the ordinary stock in hand being not quite up to their mark, so 'tis said.

CHIEF CONSUL HAYES manipulated the pistol as starter on the last day's races at Lynn.

F. WOOD has no use for this blasted climate that changes with a lightning rapidity unknown in his own sunny clime.

KLUGE'S temporary retirement from the racing path is wise. He was badly hurt by his spill last summer at Lynn, and really has never fully recovered his form again.

AN exchange, speaking of the St. Louis illuminated parade, says:—

"Dr. Keith will carry the Missouri Bicycle Club's mascot, a cinnamon bear, which will appear in full dress chewing butter scotch and honey."

CANTON, Ohio, sends out two tourists, who will ride from their home to Philadelphia, Pa., a distance of over five hundred miles.

IT is thought in England that the cause of the decline of professional oarsmanship is attributable to the fact that all the good men are taking to the wheel as a means of obtaining fame and ducats.

THE *Cyclist* does not see any good to come out of the suspension of Hale and Engleheart. It "cripples the sport," so says this paper. Well, we know how that is ourselves.

THE Boston Club had a most enjoyable run to Waltham last Sunday, and thence by steamer up the Charles to the picnic grounds, at which point the steward of the club had prepared a good lunch. The guests of the club on this occasion were E. M. Aaron, secretary-editor of the L. A. W., and A. Kennedy Child.

BOB JAMES is not the man he was two years ago. He never has fully been himself since the time he rode a dead heat with F. Wood at Leicester, in 1884. At the finish he fell and struck his head severely.

WE hear that Wilson, Lester, and Alden, encouraged by the success of trick riding exhibitions in England, will shortly leave for that country and try their luck.

London W. goes to Lynn.

IT 's pretty hard on a fellow to make him write when he has not a thing to say. And so, when the editor told me I must write something about the Lynn races or else lose my week's wages, I protested, by saying, "What's the use of writing anything? Take your scissors and clip the pictures and all out of the *Herald* or *Globe*, or lift some old cycling love story from the *Wheel World*. It's *blank* mean to make me work when I don't feel like it. Bassett don't write, except when he looks at things from a "feminine point of view." "Hold your noise and go to work. Write about Lynn or

GET BOUNCED,"

interrupted the boss. As I don't want to get bounced I must write; can't write anything that any one will care to peruse. So I hope the long-suffering readers of the WORLD will not blame me for filling up a column or so. Well, I went to Lynn. Indeed I did, and I have not got the shakes contracted on the second day out of me yet, hence I trust that any evidence of mental or physical paralysis these notes may contain will be blamed to the weather, and not to me or Lynn's bad whiskey. On Thursday, when the rain decended, I hung my hat upon its accustomed peg, and instead of hieing to the City of Shoes, I settled down to think up some article to

MAKE AARON SIT UP.

There has been altogether too much of the lying down of the lions and lambs to suit me, and some one must stir them up again into a proper state of roaring and bleating. That is the first act. One day is supposed to elapse between the first and the second, during which time a change has taken place. Jupiter Pluvius has dried up, Old Sol has come beaming forth, and everything looks right for the beginning of Lynn's tournament. I commenced the Lynn outing by initiating Kennedy Child into the workings of the great American free lunch racket, and showed him how to feed well at an extremely low cost. And then, with that gentleman and the worthy Aaron, who, by the way, is of the right sort, even if he and I are

MORTAL ENEMIES.

We were off on the Eastern Road for Rowe town. We met Corey and Garrett at the station, and the former solemnly assured me that he did get his dollar's worth, while the latter proceeded to make eyes at a lone female. I will swear she was old enough for his mother. We will let that pass. There are two jokes there, but they are hard to find. On arriving in Lynn we tried to get even with a restaurant, but Morse, of the *Herald*, and Gilligan had been before us, and our attempt was a failure. We then tried to beat the tram line (that's English, you know), but our press cards were no good. We had better luck on reaching the track, and the mighty power of the papers we represented let us in without price. Once in I looked about me.

Long Tolman, of Worcester, reminded me of old times, as he wheeled along his 58-inch. Johnny Wilson, the erst-while "Boston Flyer," told me that he and Lester and Alden were going to England next month, as a sort of big three to coax shillings out of the Britishers' pockets by tricks on the wheel. We then went to the press seats. The boss had the WORLD'S place. Kennedy Child represented *Wheeling*, and I took the chair that Prial, of the *Wheel*, should have occupied. I cannot tell much about the races; little "Foudry" will do that, but I saw and heard some things that

WILL HELP TO PAD

out with and save my weekly stipend. I was much amused at the officers. There was Doctor Kendall, looking as fine as silk, as he strode up and down the track waiting to send the men off. But the doctor had a hard time of it. In the first place, the pistol was a delusion and a snare, and was thrown away with vigorous disgust. Then the lightly tripping Barnard, who was put down as clerk of the course, but acted as a sort of Pooh-Bah, made poor Kendall miserable by trenching on his prerogatives. At one time I thought we might

HAVE A ROW,

but I was disappointed. I like the Lynn public; they liven things up a bit with kindly remarks. In the tricycle race as Williams came around too far in the rear for a place, instead of encouraging plaudits, it was "Good-by, John." "You're no good, John." "You're no earthly." "Get off and push," and yet John ran pretty well. His machine, a Quadrant with unequal wheels, took corners noticeably well.

YES, I LIKE LYNN.

They sell pie on the grand stand, and I like pie; and they sell pop-corn also, and there was a boy there shouting at the top of his voice, "Springfield *Republican*, full account of the tarnament!" And generally things were lively and interesting. Mr. Bassett and I have been mortal enemies, but going down the second day the good old man got to the ticket office first and paid my fare. Although I tried to reciprocate by paying the score on the horse-car, I am still indebted to him. This time we all went down on the narrow gauge; and there was a crowd of notables on the ferry boat. There was

BASSETT WITH HIS SAGE-GREEN BAG,

smiling to think how he had scored a point on me; Aaron in the inevitable hammock hat; Col. Pope, munching peanuts; Mr. Joy, who says his name is Jones when in Lynn; Mr. Norton, who looked after the pressmen at Springfield; "Murty" Downing, Neilson's backer; Getchell, who commenced the season with promise, but seems to have dropped racing; Capt. Smith of Cambridge, looking as rosy and handsome as ever; McCune, who was blamed for the cold, cyclonic wind that was blowing; Gilligan, who was muttering to himself about

THROWING SOMEBODY OVERBOARD.

Foudry said Bassett, but I did not believe him. Charlie Haven was there and was pleased to tell me that having paid penance in the sackcloth and ashes of suspension, was now a pure and undefiled amateur. On the track we noticed Philbrick of the Rockinghams, Lewis T. Frye, Dickey Toombs, F. Morris, — he of the C. T. C. — and D. N. C. Hyams sat out in front of the judge's box with the trainers. They put on the sporting air of their advantageous position.

DUCKER ALSO GRACED THE GROUNDS

with his presence, and later on Kennedy Child appeared, looking as if he had just stepped from Piccadilly or Regent Street. Garrood rode down on a hybrid tricycle of his own construction. It has one rear driving wheel and two small steering wheels.

"Murty" Downing got into a row with Neilson about the prosaic matter of board bills or something of the sort, and the last I saw of Murty he was off towards the town in close attendance with a

WIELDER OF THE LOCUST.

The only thing that marred the pleasure of the afternoon was the absence of "Pooh-Bah" Barnard and the presence of a cold wind that made my teeth rattle like castanets. The Lynn boys deserve great credit for what they did under adverse circumstances, and for giving us the best racing of the season.

"LONDON W."

Serious Accident.

WE regret to learn, as we go to press, that Mr. F. W. Perry, of the Massachusetts Bicycle Club, met with a very serious accident, while riding in a race at Weymouth, Mass., last Wednesday. The injuries to the head are very severe, and until the local swellings go down, the extent of the trouble cannot be ascertained. We hope the fears of his friends may not be realized.

All Sorts and Clippings.

WITH Hollingsworth and Hunter in the Boston club one hundred-mile road race, representing the amateur and the Victor men for the promateur class, Whittaker's record of 2.55 for the fifty miles, and 6.43.59 for the Century, stands a show of being shaken up.

THE riders of Columbias practically took everything at the fall races. A brief recapitulation of principal victories on Columbias gives the following: Hartford, twelve first prizes out of a possible nineteen; twenty-five prizes out of a possible thirty-nine. Springfield, world's one-mile championship, world's one-mile amateur record, twenty-four first prizes out of a possible thirty-eight, and the majority of all prizes. Brooklyn, N. Y., Kings County Wheelmen, first, second, and third prizes in every event save the consolation race. Lynn, twenty-one first prizes out of a possible twenty-seven, and the majority of all prizes. Minneapolis, first prizes in every event save one, and second prize in that event.

"PAPA" WESTON takes up another new thing, "The House Boat." We intended publishing something about the new claimant for popular favor, this week, but races crowd it out, and we shall have to let it go till our next issue.

THE King of the Road bicycle and tricycle lamps stand without an equal in their line. Send to Stoddard, Lovering & Co., 152 Congress Street, Boston, for one of their illustrated catalogues.

WE overheard a well-known English racing man say the other day, at Lynn, that while his sympathies would say nay, he confessed to believing Rowe the fastest man in the world.

THE records, that is, most of them, stand about where they did before the tournaments. The last day at Hartford was the only record day so far as conditions were concerned.

MR. H. D. COREY, of Stoddard, Lovering & Co., sails for England, on the North German-Lloyd steamship "Aller," on the 6th of October. He goes to personally superintend the manufacture of a number of bicycles and tricycles which his firm intend to make a specialty of next season.

"I understand, sir, that you are a connoisseur in diamonds." "Yes, sir." "What kind would you select now-a-days?" "Well, I'd have the infield clear of grass, but outside of the bases I think I'd have a fine lawn. I've laid out lots of ball grounds." — *New York Graphic.*

ON all sides do we hear the belief that the promateur has now outlived his usefulness; his days are numbered and soon we shall look on his existence as a thing of the past.

CHARLEY WHITTON did not get his papers of reinstatement until after the Lynn races.

THE *Lynn Bee* says that now the regular tournaments are past, it is time for the apple-jack and mosquito tournaments to command attention.

IT is an undoubted fact that the record fiend will begin his deadly work at Lynn and Springfield directly after the Roseville tournament.

THE haughty Britisher man gets the best of us in such things of minor importance as the fisheries, but when it comes to matters of vital consequence like yachting and bicycling we can make the British lion howl with impotent rage. — *Signal.*

A HARD fate it is indeed to always remain in poverty and obscurity; be enterprising, reader, and avoid this. No matter in what part you are located, you should write to Hallett & Co., Portland, Me., and receive free full particulars about work that you can do and live at home, at a profit of at least $5 to $25 and upwards daily. Some have earned over

TRIGWELL'S BALL-BEARING HEAD

Is Enough in Itself to Determine One in Favor of the

ROYAL MAIL

THE ONLY WHEEL HAVING THIS HEAD!

We are Receiving the Highest Testimonials. Truly the Wheel of the Year.

GENUINE TRIGWELL BALL-BEARING HEAD,

Used on the ROYAL MAIL.

The Rigidity of a Bicycle and the Freedom in Steering is increased to such an extent that Hills can be Surmounted with far greater ease, and Rough Roads Traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders. The 100-Mile Race of the London Bicycle Club, from Bath to London, was won last year on a Bicycle fitted with this Head in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL of the Barretta says:—

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY, Hon. Sec. of the L. B. C., says:—

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. HY. HERBERT, Clarence B. C., says:—

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

From "WHEELING," 1 Sept., 1886.

We seldom remember such unanimity as prevails with reference to the ball-bearing head of Trigwell, Watson & Co. Not a man who has tried it is there who does not swear by it as the greatest thing in bicycle manufacture of the day.

A Trigwell patent ball-bearing head was fitted in the machine of Mr. Mills on which he made the existing bicycle record for the Land's End to John O'Groat's ride, though he rode another machine not fitted with this head when he made the 24-hours record. The longer ride, however, was by far the best test for this well-appreciated head-piece, whose merits are so pronounced that no bicyclist should be without it.

Mr. HARRY JONES, of the Haverstock C. C., says:—

My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill-climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Secretary to the C. T. C., says:—

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

We have Royal Mails, either with old Model Heads and Cemented Tire, or Ball Head and Cemented Tire, or Ball Head and Grip Fast Tire.

THE WHEEL OF WHEELS!

In selecting a wheel, get the Latest Improved. The Excellence of the Royal Mail Bicycle is too well known to need description. We take Other Wheels in Trade, and can Allow More Now for Old Wheels than Able to in the Spring. Try a Royal Mail. A Few Second-Hand Ones in Stock. Send for Circulars.

WM. READ & SONS, 107 Washington Street, BOSTON, MASS.

SOLE AMERICAN AGENTS.

$50 in a day. All is new. Capital not required. You are started free. Either sex. All ages. Better not delay.

PROBABLY the handsomest medal awarded this year is the world's championship badge won by Rowe at Springfield. It is a splendid specimen of the goldsmith's art.

HAVE you read the "Mickey-Doo"? If not, send for the September number of the *American Wheelman*, 113 North 8th street, St. Louis, Mo.

ADAM FOREPAUGH proposes to lay out a bicycle track in Madison Square Garden, and there nightly give races for amateurs and professionals, to be run under auspices of the L. A. W.

KARL KRON planned to start from New York, last Tuesday morning, for a four days' tour to West Springfield, Mass., which will be his address for the rest of the autumn, or "until that book is published."

"MURTY" DOWNING and Neilson are no longer enjoying mutual confidence and respect. Mr. Downing caused the arrest of Neilson, last Monday, for debt, and Neilson returned the compliment by having Mr. Downing arrested for assault. How it will end, we know not, probably by a "treaty."

RACING NEWS.

Lynn Tournament.

FIRST DAY.

POSTPONEMENT seems to be a bad thing, and to this do we ascribe the small attendance the first day of the Lynn tournament. Only about two thousand people passed the gate. The track was good, notwithstanding the rain of the night before. Scarcely any wind blew, the air was warm, and in all respects it was a fair day. The first race brought eight men to the tape,—too many for the track. Dr. Kendall had trouble with his pistol, and so had to send them off with the word "Go." Sherman crossed the line on the first lap ahead, and led until the entry for the last one-third, then Packard ran to the front, followed by Collins, who went past Packard on the last turn, and won as he pleased.

SUMMARY.

One-Mile Novice Race. — Prizes, first, gold medal; second, gold and silver medal; third, silver medal; thirteen entries, eight starters. G. J. Collins, Lynn (1); E. A. Packard, Lynn (2); J. H. Sherman, Lynn (3). Time, 3.2 2-5; Packard, 3.3 4-5.

The next race was the two-mile, and was a beauty from the word go. The men bunched till the last lap, when Hunter pulled out and went for Crist and Foster, but could only get third place. It was a great race on the home stretch, Crist and Foster giving spurt for spurt. Foster lasted a little bit the longer, and finished with a few inches to spare only.

SUMMARY.

Two-Mile Amateur Race, 5.45 Class. — Fourteen entries, seven starters. Prizes, first, fruit and flower stand; second, silver revolving butter dish; third, silver spoonholder, gold lined. Fred Foster, Toronto, Ontario (1); W. E. Crist, Washington (2). Times, one mile, 3.1; two miles, 5.52 4-5; Crist, 5.53.

The one-mile promateur brought out Hendee and Rowe; as the latter came slowly to the starting line the Lynnites gave the champion a cordial welcome. Hendee also got a good share of applause. The announcement was that a go at record would be made in this race, hence suppressed excitement. The Springfield and Lynn wonders cut out such a pace as to leave the other starters way in the rear. Rowe won without much effort.

SUMMARY.

One-Mile Promateur Open Race. — Prizes, first, snowflake silver embossed tea set; second, silver engraved ice-water set; third, cake basket, hammered, Venetian chased, gold lined. Nine entries, five starters W. A. Rowe, Lynn (1); G. M. Hendee, Springfield (2); F. F. Ives, Meriden (3). Time, 2.35 2-5; Hendee 2.35 4-5.

(World's record, 2.30, made by Furnivall.)

The three-mile professional handicap brought out all but Neilson, who was indisposed. The handicapping, was fair, and good so far as the limit men were concerned. As usual, Merrill cut the pace, so that record-time would be made to catch him. We have spoken of this little man's riding before, and again we commend his pluck as being remarkable. Wood and Woodside from scratch ran a magnificent race, and between them smashed the records in fine shape. Jack Prince put in one of his occasional surprises, and on the last lap made a wonderful rush for first place, closely followed by Wood and Woodside. Everyone got up and yelled "Prince!" and it did look like it, but Wood, who is now in good form, came rushing along and managed to pass Jack about ten feet from the tape; it was a grand race.

SUMMARY.

Three-Mile Handicap Professional. — Prizes, $60, $40, $20; ten entries, eight starters. F. Wood, Leicester, England, scratch (1); J. S. Prince, Washington 100 yards (2); W. M. Woodside, Minneapolis, scratch (3); H. G. Crocker, Newton, 75 yards (0); F. T. Merrill, Portland, Or., 375 yards (0); W. J. Morgan, Chicago, 200 yards (0); C. N. Frazier, Smithville, N. J. (0). Time, Woodside, two miles, 5.25 2-5;* Wood, three miles, 8.11.*

The two-mile amateur lap tricycle proved a walkover for Rich, who is a scorcher on the three-wheeler. Williams started off on the first lap and made a plucky challenge for the first, but without avail. Gaskell, as usual, rode a fine race, but he was no match for Rich this day.

SUMMARY.

Two-Mile Amateur Tricycle Race. — Prizes, first, base parlor lamp, gold and oxidized; second, silver vase, gold inlaid and oxidized; third, Russia leather satchel; five entries, three starters. A. B. Rich, New York (1); H. W. Gaskell, Boston (2); J. T. Williams, Boston (3). Times, one mile 3.5; two miles, 6.18 4-5; Gaskell, 6.21 1-5. Points, Rich, 17; Gaskell, 12; Williams, 7.

The ten-mile lap promateur proved a big thing for the Victor team. The Columbia put its fortunes in the hands of Adams and Burnham. This pair were completely run off their feet by Rhodes & Co. On the second mile, Rhodes lit out as though Indians were after him, and a terrific pace was kept up lap after lap; so hot was the running cut out that none cared to stay with him, and so dropped back and engineered for second and third prize. He rode magnificently, and lapped his field three times. The ten miles was made inside the half hour, and had he gone for record a little sooner, he might have got it. He was constantly cheered by the spectators. Burnham and Adams were clearly out-ridden and out-generaled.

SUMMARY.

Ten-Mile Promateur Lap Race. — Prizes, first, gold watch; second, silver festoon chased tea-set; third, gold watch chain; eight entries, five starters. W. A. Rhodes, Dorchester (1); P. W. Stone, St. Louis (2); F. F. Ives, Meriden (3); E. P. Burnham, Newton and C. P. Adams, Springneld, did not finish. Times, 2.56; 5.51 4-5; 8.49 4-5; 11.50 2-5; 14.50 1-5; 17.51; 20.51 1-5; 23.51 4-5; 26.56 2-5; 29.53 4-5.

(World's record, 28.3 2-5, made by Rowe.)

So large a field came to the scratch that it was decided to run the one-mile amateur open in heats, The result was that in the final, Crist, Hunter, Rich, Foster, and Gaskell came up for the deciding heat. Gaskell cut out the pace for one lap, then Crist took up the running, and on entering the home stretch had a good lead on the field. Foster at this point put in one of his spurts, and came home with a very little to spare.

SUMMARY.

One-Mile Amateur Open. — Final heat. Prizes, first, silver water set, snow flake chased; second, silver vase, gold and oxidized; third, gold watch chain; fourteen entries, ten starters. F. Foster, Toronto, Canada (1); W. E. Crist, Washington, D. C. (2); D. E. Hunter, Salem (3); H. W. Gaskell, Boston (0); A. B. Rich, New York (0). Time, 2.48 3-5.

The five-mile professional lap race proved a surprise, and also a disappointment, in that on the first mile Woodside and Merrill collided, and took bad falls. Merrill was insensible for ten minutes, and was badly shaken up and bruised. Woody was a bit dazed at first, but soon came to all right. Prince gave the spectators a surprise by rushing away from the crowd in the third mile. Wood meantime had been doing some head work, and rode the race to get first money, which he did. He figured that he had to beat Crocker every lap, and so he did it.

SUMMARY.

Five-Mile Professional Lap Race. — Prizes, $75, $50, $25; ten entries, eight starters. J. S. Prince, Washington (1); F. Wood, Leicester, England (2); H. G. Crocker, Newton (3); W. J. Morgan, Chicago (0). C. H. Frazier, Smithfield, N. J.; F. E. Merrill, Portland, Or.; W. M. Woodside, Minneapolis, Minn., and R. James, Birmingham, England, did not finish. Times, 2.42 2-5 (Frazier); 5.48 (Wood); 8.57 2-5; 12.7, 15.18 4-5 (Prince); 16.7 (Wood).

The three-mile promateur handicap race brought Rowe to the front, and he had to ride to make up the two hundred and twenty-five yards given Haradon, who always rides like a little demon. Notwithstanding that Rhodes and Ives spurted for all they were worth, on the last lap Rowe mowed them down, and finished first.

SUMMARY.

Three-Mile Promateur Handicap. — Prizes, first, silver tilting water set, gold ornamented; second, clock, Persian chased; third, pair of pearl opera glasses. Twelve entries, five starters. W. A. Rowe, Lynn, scratch (1); F. F. Ives, Meriden, 75 yards (2); C. P. Adams, Springfield, 125 yards (3); W. A. Rhodes, Dorchester, 50 yards (0); W. M. Haradon, Springfield, 225 yards (0). Times, 2.38 2-5; 5.28 2-5; 8.22 2-5; Ives, 8.23 3-5.

NOTES.

Taking all in all, the races at Lynn were the most satisfactory seen this season.

The finishes were close, and the lap races were immensely good.

The smoothness of the way in which things are run at Springfield was not quite reached at Lynn.

Crocker is a man that will be heard from next season. He has the makings of a fast man, *i.e.*, good constitution and plenty of sand.

The cold weather of Friday played the deuce with some of the men; it stiffened up their joints, and made breathing difficult.

SECOND DAY.

The first race was the one-mile professional, and was a genuine surprise party to spectators, and we imagine to Wood also. The men bunched for the first two laps, and then after going round the first time the pace was quickened, when like a flash Frazier shot to the front, and before the others realized what had happened, he got such a lead that the others could not catch him.

*Professional world's record.

SUMMARY.

One-Mile Professional Bicycle Open Race. — Prizes, $50, $30, $20; entries, ten; starters: C. H. Frazier, Smithville, N. J. (1); Fred Wood, Leicester, England (2); J. S. Prince, Washington, D. C. (3); R. A. Neilson, Boston (0); W. J. Morgan, Chicago (0); R. James, Birmingham, England (0). Times, one third mile, 1.3 2-5; two thirds, 2.9; mile, 2.57 2-5; Wood, 2.58 3-5.

The one-mile tricycle A. C. U promateur championship, brought two men only to the start, Burnham and Ives. The former, smarting under the warming the Victor boys gave him on the first day, had blood in his eye. Burnham led for the first three quarters, and then Ives made his effort, coming into the straight with a good lead, but the "old vet." was not to be shaken, and relentlessly he crawled up and ahead in spite of the best Ives could do.

SUMMARY.

One-Mile Promateur, Tricycle, A. C. U. Championship, 3.5 Limit. — Prizes, first, A. C. U. gold medal; second, A. C. U. gold medal; third, A. C. U. silver medal. Four entries, two starters. E. P. Burnham, Newton (1); F. F. Ives, Meriden (2). Times, one-third mile, 1.1 2-5; one half, 1.32 1-5; mile, 2.59 2-5; Ives, 2.59 4-5.

In the next event, the ten-mile amateur lap race, Gaskell showed up in his old-time form, and won applause from the delighted spectators. Rich also came in for his share of cheers. So close was the race for first place that it required the two last laps to decide it. Foster, Kavanaugh, Crist, Hunter, Rich, Brown, and Gaskell started. Crist, Hunter, and Brown retired after a few hot finishes. Foster rode for third place with Kavanaugh. No better race has been seen on the track than that between Rich and Gaskell.

SUMMARY.

Ten-Mile Amateur Bicycle Lap. — Prizes, first, Lynn prize cup; second, dessert set, coral rose, glass and silver; third, nut bowl, gold lined, oxidized finish. Eleven entries, seven starters. A. B. Rich, New York (1); H. W. Gaskell, Boston (2); H. S. Kavanaugh, Cohoes, N. Y. (3); Fred Foster, Toronto, Ontario (4); P. S. Brown, Washington, D. C., D. E. Hunter, Salem, W. E. Crist, Washington, D. C., did not finish. Points, Rich, 181 points; Gaskell, 179 points; Foster, 144 points: Kavanaugh, 139 points. Time, 31.35 4-5.

The five-mile promateur handicap race produced one of the best and most exciting finishes of the tournament. McCurdy was the limit man and Harradon next, with 375 yards start. This young boy rides a race in a true sportsmanlike way. He is never beaten till he finishes; to his plucky riding may be ascribed the fast time made by the other men. The finish was magnificent, the leaders, Rowe, Hendee, and Ives, lapping each other on the tape.

SUMMARY.

Five-Mile Promateur Handicap. — Prizes, first, gold watch; second, epergne, engraved, oxidized, gold finish; third, snowflake chased, tilting ice-water set, gold lined. Thirteen entries, eight starters. W. A. Rowe, Lynn, scratch (1); G. M. Hendee, Springfield, scratch (2); F. F. Ives, Meriden, 150 yards (3); P. W. Stone, St. Louis, 150 yards (0); C. P. Adams, Springfield, 175 yards (0); W. M. Haradon, Springfield, 375 yards (0); W. A. Rhodes, Dorchester, 100 yards (0); A. A. McCurdy, Lynn, 475 yards, did not finish. Times, one third mile, 50 4-5; one half, 1.17 1-5; mile, 2.38 2-5; two miles, 5.26; three miles, 8.18 1-5; four miles, 11.10 3-5; five miles, 14.8 2-5.

The time made for two-miles beats the English amateurs, English and American professional time. For three miles the English amateur and professional. For four miles the American and English amateur and the English professional. For five mile English amateur and professional.

Then came the mile amateur 3.05 class. Boudreau played with his opponents until the back stretch was reached on the final lap. Then he put on steam and ran clear ahead of the rest of the field, winning easily.

SUMMARY.

One-Mile Amateur Bicycle, 3.5 Class. — Prizes, first, fishing set; second, cake basket, gold lined, oxidized finish; third, Russia leather satchel. Twelve entries, seven starters. W. H. Boudreau, Salem (1); C. W. Ware, Marblehead (2); W. W. Windle, West Milbury (3); C. E. Tracy, Waltham (0); G. J. Collins, Lynn (0); J. H. Sherman, Lynn (0); G. M. Worden, Lynn (0). Times, one third mile, 59s.; one half, 1.29 4-5; mile, 2.54 4-5; Ware, 2.56 2-5.

Woodside appeared for the first time since his spill the day before, and was cheered. This was a five-mile professional lap race. Crocker showed up in fine shape in this race, and made it warm for "Woody." Frazier did some good riding and got a place.

SUMMARY.

Five-Mile Professional Bicycle Lap Race. — Prizes, $75, $50, $25. Ten entries, six starters. W. M. Woodside, Minneapolis (1); H. G. Crocker, Newton (2); C. H. Frazier, Smithville, N. J. (3); W. J. Morgan, Chicago, J. S. Prince, Washington, R. James, Birmingham, England, did not finish. Woodside had 81 points, Crocker 72 points, Frazier 70 points. Times, one mile, 2.44 1-5; two, 5.40; three, 8.47 2-5; four, 11.56.45; five, 15.9 4-5.

The one-mile amateur A. C. U. championship brought out all the amateur cracks, and, notwithstanding the hard work done by Rich in the ten-mile lap race, this good man captured first. He made two good efforts to get by Foster before he succeeded.

SUMMARY.

One-Mile Amateur Bicycle, A. C. U. Championship. — Time limit, 2.50; prizes, first, A. C. U. gold medal; second, A. C. U. gold medal; third, A. C. U. silver medal. Ten entries, six starters. A. B. Rich, New York (1); F. Foster, Toronto (2); E. A. DeBlois, Hartford (3); W. E. Crist, Washington (0); B. E. Hunter, Salem (0); P. S. Brown, Washington (0). Times, one third mile, 58 4-5; half, 1.26 2-5; two thirds, 1.53 1-5; mile, 2.47 1-5; Foster, 2.47 4-5.

The three-mile lap promateur brought out Rowe, Burnham, and Adams for the Columbia, and Ives, Rhodes and Stone for the Victor. Ives rode in great shape, and gave the champions lots of work to do. Then Rhodes would take up the spurting and keep Rowe busy. Both men took laps from the Lynn man, but not enough to euchre him out of first prize.

SUMMARY.

Three-Mile Promateur Bicycle Lap. — Prizes, first, double walled silver ice-water urn; second, shotgun, double-barrelled breech loader; third, silver watch. Eight entries, six starters. F. F. Ives, Meriden (1); E. P. Burnham, Newton (2); W. A. Rowe, Lynn (3); W. A. Rhodes, Dorchester (4); Percy W. Stone, St. Louis (0). Points: Rowe, 3 firsts, 4 seconds, 1 third, 1 sixth, — 43 points. Ives, 2 firsts, 2 seconds, 1 third, 3 fourths, 1 fifth, — 37 points. Rhodes, 3 firsts, 1 second, 1 third, 1 fourth, 3 sixths, — 33 points. Burnham, 2 seconds, 3 thirds, 2 fourths, 2 fifths, — 32 points. Time, — one third mile, 57 1-5; half, 1.31 2-5; two thirds, 1.58 1-5; mile, 2.38 4-5; two miles, 6.19 1-5; three, 9.22 4-5. Burnham, 9.23.

The last race of the day was the three-mile amateur handicap race. The handicapping was poor. The scratch man, Foster, got disgusted after going a few laps, and drew out. DeBlois took the lead on the second mile, and kept it to the finish. It was the worst race of the meet, so far.

SUMMARY.

Three-Mile Amateur Bicycle Lap Handicap. — Prizes, first, centre piece and fruit dish, crystal dishes; second, flower stand, cut glass, gold, oxidized finish; third, French pearl opera glasses. Twenty-one entries, nine starters. E. A. DeBlois, Hartford, 225 yards (1); W. H. Boudreau, Salem, 300 yards (2); P. S. Brown, Washington, 150 yards (3); C. W. Ware, Marblehead, 175 yards (0); C. E. Tracy, Waltham, 350 yards (0); J. H. Sherman, Lynn, 250 yards (0); E. A. Packard, Lynn, 350 yards (did not finish); G. M. Worden, Lynn, 225 yards (did not finish); F. Foster, Toronto, scratch (did not finish). Time, — one third, 54 1-5 (Foster), three miles, 9.46 2-5; Boudreau, 10.1.

THIRD DAY.

Warm air and no wind promised a record-breaking time, but a fog blew in thick about four o'clock, and made racing and sitting still misery. The sensation of the afternoon was the rumor that Rowe refused to ride *v.* Hendee. Cause assigned that there was too much money on the result. Some delay was experienced in bringing the men out for the one-mile promateur open. Hendee turned up, however. Adams cut out the pace, followed by Hendee, Ives, Stone and Rhodes. This order was maintained till the back stretch on last lap, when Hendee rushed to the front, and finished a handy winner.

SUMMARY.

One-Mile Promateur Bicycle, Open. — First prize, Lynn prize cup (special prize for record); second prize, base lamp, gold inlaid and oxodized finish; third prize, diamond breastpin. Eight entries, five starters. G. M. Hendee, Springfield (1); F. F. Ives, Meriden, (2); P. W. Stone, St. Louis (3); W. A. Rhodes, Dorchester (0); C. P. Adams, Springfield (0). Times, one third mile, 56 1-5; one half, 1.23 2-5; two thirds, 1.50 1-5; mile, 2.41 2-5; Ives, 2.41 3-5.

The next race, three-mile amateur, brought out all the amateur cracks excepting Rich, who had a better record than 9.10. Crist led, followed by DeBlois, Brown, Foster, Ware, a loafing race. Stall rang the bell and told them to hurry, which they proceeded to do for a lap. This order was kept until the last lap, when Foster rushed for the lead. It was a fine rush for the lead between Foster and Crist, the latter getting there first by half a wheel in the awful time of 9.34 2-5. Stall, referee, declared the race off, and to be run again, but failure to get the men together after the races made it impossible.

SUMMARY.

Three-Mile Amateur Bicycle, 9.10 Class. — First prize, base lamp, old silver and hammered; second prize, vase, gold finish; third prize, gentleman's gold ring. Sixteen entries, seven starters. W. E. Crist, Washington (1); F. Foster, Toronto (2); E. A. DeBlois, Hartford (3); P. S. Brown, Washington (0); C. W. Ware, Marblehead (0); W. H. Boudreau, Salem (0); H S. Kavanaugh, Cohoes, N. Y. (0). Times, one mile, 3.31 1-5; two, 6.37 1-5; three, 9.34 2-5. Foster, 9.34 3-5.

The two-mile lap professional brought all the men out except Merrill. Frazier cut out the pace, followed by Prince and Wood. The racing was good for first between Wood, Crocker and Frazier. Woodside seemed out until two laps from home, when he went for first so strong that he kept the lead for the balance of the way. He started too late to get a place, and Wood got most points. Crocker and Frazier tied for second.

SUMMARY.

Two-Mile Professional Bicycle, Lap. — First prize, $50 cash; second prize, $30 cash; third prize, $20 cash. Ten entries, eight starters. Fred Wood, Leicester, England (1); H. G. Crocker, Newton (2); C. H. Frazier, Smithville, N. J. (3); W. M. Woodside, Minneapolis (0); J. S. Prince, Washingron, D. C. (0); R. James, Birmingham, England (0); R. A. Neilson, Boston (0); W. J. Morgan, Chicago (did not finish). Times, one third mile, 52 1-5; half, 1.20 3-5; two-thirds mile, 1.45 3-5; mile, 2.41 2-5; two miles, 5.30 1-5. Crocker, 5.34 1-5. Points, Wood, 43 points; Crocker, 34 points; Frazier, 34 points; Prince, 28 points.

The three-mile amateur handicap tricycle race brought out a good field. Rich, the only scratch man; Gaskell, 50 yards; Williams and Hunter, 150 yards; and

Worden, 425 yards. Rich caught Gaskell on third lap. Williams soon took last place, and Hunter cut the pace. On the end of second mile Rich tried hard to shake Gaskell, but the only result was to cut down the lead of the limit man, who they caught on the entrance of the last lap. They did not spurt till the entrance to the home run, when Rich ran to the front; but Gaskell had some left, and he rushed past Rich in fine style, winning by two lengths.

SUMMARY.

Three-Mile Amateur Tricycle Lap.— First prize, photographer's outfit: second prize, silver watch; third prize, fishing set. Five starters, five entries. H. W. Gaskell, 50 yards (1); A. B. Rich, scratch (2); D. E. Hunter, Salem, 150 yards (3); G. M. Worden, Lynn, 425 yards (0); J. T. Williams, 150 yards (0). Times for scratch man: One mile, 2.51 3-5 (beating best previous American record); two miles, 6.1 2 5 (beating best American record); three miles, 9.11 1-5.

The five-mile A. C. U. championship, five-mile time limit, fifteen minutes, brought out all the Victor men, and Hendee for the Columbia. Rhodes started at a slapping pace, with Stone, Ives, and Hendee in order named, and so they kept for the first mile, when Ives took a hand in. Good time was made on first mile, in 2.43 4-5. On the third mile Stone ran to the front. George Hendee then thought it best to get the lead, and so took it and kept it to the finish, although a big effort was made to get in front by all three of the Victors.

SUMMARY.

Five-Mile Promateur Bicycle, A. C. U. Championship (time limit, fifteen minutes). — First prize, A. C. U. gold medal, diamond setting; second prize, A. C. U. gold medal; third prize, A. C. U. gold and silver medal. Eight entries, four starters. G. M. Hendee, Springfield (1); P. W. Stone, St. Louis (2); F. F. Ives, Meriden (3); W. A. Rhodes, Dorchester (0). Times: One third mile, 52 1-5; one half, 1.19 3-5; mile, 2.43 4-5; two miles, 5.37 3-5; three miles, 8.39; four miles, 11.40 2-5; five miles, 14.30 3-5. Stone, 14.31.

The one-mile amateur lap race brought out all the good men. The pace was hot enough to suit any one. DeBlois and Crist had it for the first two laps, and then Foster came in second. Gaskill did not seem to catch on in this race, but DeBlois astonished the boys by winning.

SUMMARY.

One-Mile Amateur Bicycle Lap.— First prize, fruit dish, rich cut glass, gold, oxidized; second prize, cigar box, oxidized; third prize, gentleman's gold chain. Entries, fourteen; starters, seven. A. E. DeBlois, Hartford (1); F. Foster, Toronto (2); W. E. Crist, Washington (3); A. B. Rich, New York (0); D. E. Hunter, Salem (0); H. W. Gaskell, Boston (0); H. S. Kavanaugh, Cohoes (0). Points: DeBlois, 23; Crist, 21; Foster, Rich, and Hunter tied, and in the toss-up Rich won.

Woodside cut loose for the first lap, and it looked as though he wanted record. Prince dropped out on the first mile, and Wood was being badly left. He stuck to it, however, until he had caught his field, and won one more lap, and then he stopped; the fog was too much for him. Morgan then stopped, leaving Woodside, Frazier and Crocker on the track. This was Woodside's race, although Frazier on the last lap ran ahead and finished first.

SUMMARY.

Ten-Mile Professional Bicycle Lap.— First prize, $100 cash, $50 extra for record; second prize, $50 cash; third prize, $25 cash. Ten entries, six starters. C. H. Frazier, Smithville, N. J. (1); W. M. Woodside, Minneapolis (2); H. Crocker, Newton (3); W. J. Morgan, Chicago (0); J. S. Prince, Washington (0); F. Wood, Leicester, England (0). Points: Woodside, 170; Frazier, 146; Crocker, 102. Times: Ten miles, 29.36 1-5; Woodside, 29.42.

The three-mile handicap promateur brought Rowe and Burnham for the Columbia interest, and the full Victor team. By this time the fog had settled down, and every one was shivering. Rowe soon had his handicap made up, and so raced along at ease until the final lap, when he spurted ahead, Stone finishing first. The only accident of the day occurred in this race. Ives took a bad header, and got entangled in his machine. No serious damage done.

SUMMARY.

Three-Mile Promateur Bicycle Handicap.— First prize, handsome oil painting; second prize, silver cashmere band tea-set; third prize, desert set, coral rose and glass; entries, 12; starters, 5. W. A. Rowe, Lynn, scratch (1); P. W. Stone, St. Louis, 75 yards (2); E. P. Burnham, Newton, 90 yards (3); W. A. Rhodes, Dorchester, fifty yards (0). Times: For scratch man, one third mile, 51 3-5; two-thirds, 1.46 1-5; mile, 2.43 1-5; two miles, 5.38 4-5; three miles, 8.21 1-5.

The consolation brought out only two, Kavanaugh and Worden, which proved a snap for Kavanaugh. He won as he liked. This finished a meet that had been second to none this fall, and that more generous support has not been given is to be deplored.

SUMMARY.

One-Mile Amateur Bicycle Consolation.— First prize, half dozen napkin rings, gold ground, satin case; second prize, silver watch; third prize, Russia leather satchel; two entries; two starters. H. S. Kavanaugh, Cohoes; N. Y. (1); G. M. Worden, Lynn (2). Time. Kavanaugh. 2.52 2-5. Wordon, 2.53 3-5.

NOTES.

Woodside had to ride a borrowed machine, his own having been broken by some kind friend.

Morgan seems ready to back his opinion with money as to Woodside's ability to do twenty miles within the hour.

Mr. Atwood created quite a sensation when he appeared on the track in a brand-new dicer.

Foster wabbles like time.

Stall declaring the 3-mile amateur off, because it was not run in 9.10, we think, was a way off.

The judges on the last day indulged in liquid refreshments, much to the annoyance of the audience, who wanted some too.

Winona, Minn.

The fourth annual meet of the Minnesota division L. A. W., was held in Winona, 22 and 23 September. At 1.30, 22 September, the parade was held, with nearly one hundred wheels in line, and upon return of the parade, the wheelmen flocked to the track, which is considered one of the finest quarter mile tracks in the country, to see the following interesting programme carried out.

One-Mile Novice.— B. C. Lund, Owatonna, Minn. (1), 3.21 4-5; D. Cutter, Minneapolis (2), 3.22 1-2.

One-Half Mile Dash, 1.30 Class.— Marfield, Winona (1), 1.30; Dynes, Owatonna (2), 1.31 4-5.

Two-Mile Professional.— R. H. Spear (1), 6.26 2-5; Grant Bell (2), 6.27 3-5.

One-Half Mile Dash Open.— Savage, Minn. (1), 1.29 2-5; Marfield, Winona (2), 1.30.

One-Mile, 3.30 Class.— Lund (1), 3.19 4-5; Barwick (2), 3.22 3-5.

One-Mile Club Championship.— Stanchfield (1), 3.24 4-5; Jaynes (2), 3.26.

Three-Mile Dash Open.— Savage (1), 10.32 2-5 Barwick (2), 10.37 4-5.

Two-Mile 7.20 Class.— Fleckenstein (1), 7.21 1-5; Willson (2), 7.24 4-5.

One-Mile State Championship.— Savage (1), 3.21; Lund (2), 3.22 3-5; Marfield (3), 3.22 4-5.

The races closed with the

Five-Mile Northwestern Championship.— Savage (1), 17.31 2-5.

The ladies of Winona fully sustained their noted reputation for generous entertainments by the banquet tendered the bicycle club and visitors on the same evening, at Philharmonic Hall. A welcoming address by C. H. Porter, president of Winona Club, and an interesting address by Rev. Mr. Gilbert was appreciated, not only by the visitors, but by all in attendance. After the banquet a hop closed the first day of the meet.

SECOND DAY.

23 SEPTEMBER, 1886.

The second day was all that could have been asked for in any way. It was a beautiful day, and was even a day for surprises.

At 8.30 a run of five miles under our captain, Mr. E. C. Smith, was had, at the end of which run was held the first hill-climbing contest ever held in Minnesota. The hill is eight hundred feet long and sixty-seven feet high, with a rise of one foot in eight in some places. There are two curves in the hill, and is the steepest for the last one hundred and fifty feet. The entries were Willson, of Winona; Fleckenstein, of Faribault; Long, of La Mars, Iowa, and Savage and Barwick, of Minneapolis.

Willson and Barwick rode Stars. D. P. Long, of Le Mars, Iowa, was the only one who succeeded in going clear up, and his victory was all the more creditable inas much as when he was about one half way up his pedal cracked, and by the encouragement from the bystanders, he was cheered on, and finally reached the top. It was a great surprise, for it was generally conceded as Savage's prize.

The prize was an elegant gold medal valued at $30 Mr. Long now may well feel proud of it, for he is the only amateur who has succeeded in reaching the top.

SUMMARY OF THE OFFICERS.

One-Half Mile Dash, Open.— Lund (1), 1.31: Barwick (2), 1.31 1-5.

One-Mile Open.— Savage (1), 3.17 2-5; Hart (2), 3.21 2-5.

One-Mile Professional.— Grant Bell (1), 2.51 1-5; Spear (2), 2.51 3-5. This breaks the State record for a mile.

Half-Mile State Championship.— Savage (1), 1.26 1-5; Marfield (2), 1.26 3-5. This race also broke the State record for one-half mile.

Half-Mile, Hands Off.— Savage (1), 1.42 4-5; Fleckenstein (2), 1.49 3-5.

One-Mile, 3.10 Class.— Lund (1); 3.16; Barwick (2), 3.17.

One-Mile Record.— Savage (1) 3.08 3-5; Marfield (2), 3.09 1-5.

Twenty-Mile League Championship.— Savage (1), 1.10.49.

NOTES.

This closed the last day's races.

The meet closed with a social dance at Amory Hall, with nearly one hundred couples present.

All visiting wheelmen seemed very well pleased with their few days' stay with us, and we trust that some year in the near future we may be able to see the same persons with us again, and a great many more.

We now hold the State record for a mile and one half mile, and trust next year to get all records.

Many improvements will be made on the track.

The attendance each day was very fair.

R. I. State Div. L. A. W.

PROVIDENCE, R. I.— The first annual meet and races of the Rhode Island, division L. A. W., was held at Narragansett Park, Providence, 21 September, The following is the result of the races:—

One-Mile L. A. W. State Championship.— Edward Buffum, Newport (1); M. W. Turner, Warren (2); Jas. Dawson, Pawtucket (3). Time, 3.10 1-4; 3.19 3-4; 3.23 3-4.

One-half Mile for Boys under 18.—Henry Wilmarth Attleboro' (1), 1.26 1-2; J. E. Tweedy, North Attleboro' (2), 1.27 1-2; M. Scott, Providence (3), 1.28 3-4.

One-Mile Open.—T. B. Brigham, N. Attleboro' (1), 3.10; Henry Wilmarth, N. Attleboro' (2), 3.17 1-2; M. Scott, Providence (3), 3.22.

Half-Mile Without Hands.— F. B. Brigham, N. Attleboro' (1), 1.36; E. S. Hutchins, Providence (2), 1.42; M. Scott, Providence (3), 1.42 1-2.

Three-Mile R. I. Championship L. A. W.— Edward Buffum, Newport (1), 10.39; H. G. Wilkes, Newport (2), 10.39 1-2; A. N. Perry, Warren (3), 11.01.

One-Mile for Stars.— Jas. E. Dawson, Pawtucket (1), 3.25 1-2; C. M. Keep, Providence (2), 3.29; Thos. Lakey, Providence (3), 3.29 3-4.

One-Mile Consolation.— A. B. Staples, Warren (1), 4.40; Thos. Lakey, Providence (2), 4.49 1-2: C. H. Weld, E. Greenwich (3), 5.09.

The two championships went to the Newport Bicycle Club. Binford, of Pawtucket, who would have made a good fight for them, could not ride on account of injuries received a week or so before the races, while practising:

The officers were:

Referee.— J. A. Chase, Pawtucket, Chief Consul, Rhode Island.

Judges.—C. S. Davol, Warren; H. L. Perkins, Providence; Geo. L. Shepardson, N. Attleboro'.

Clerk of Course.— Geo. R. McAuslan, Providence.

Starter.— Geo. C. Newell, Pawtucket.

Scorer.— Chas. H. Newell, Pawtucket.

Associated Wheelmen of Pittsburg, Pa.

THEIR first tourney took place 18 September, at Exposition Park, Allegheny, Pa., before about 2,000 people. The races were under the auspices of the Keystone Bicycle Club, Pittsburg Wheelmen, Allegheny Cyclers and Sewickley Valley Wheelmen. Returns:

Five-mile L. A. W. Championship.— W. T. Wilhelm, Reading (1); W. D. Banker (2). Time, 18.02 1-4.

One-Mile, 2.55 Class.— W. D. Banker. Time 3.29 1-2.

One-Half Mile State Championship.— W. T. Wilhelm (1); W. D. Banker (2). Time, 1.28 1-2.

One-Half Mile Allegheny Cyclers' Championship.— W. D. Banker (1). Time, 1.33.

One-Half Mile Sewickley Wheelmen Championship.— J. P. Coleman (1). Time, 1.47 1-2.

One-Mile Novice.— H. E. Jack, Kittanning. Time, 3.21 3-4.

One-Mile Open.— W. D. Banker (1). Time, 3.16 1-2.

One-Half Mile Heat Race Open.— W. T. Wilhelm (1). Times, 1.28 1-2 and 1.33 1-2.

One-Half Mile Boys'.— R. L. Walker, Mansfield, Pa. (1). Time, 1.43 3-4.

One-Half Mile Pittsburg Wheelmen Championship.— J. W. McGready (1). Time, 1.38 1-4. E. C. Stiefel finished first, but was put back for crossing McGready.

One-Mile Special.— T. E. Moorhead, Beaver Falls (1). Time, 3.51 1-4.

One-Mile Open.— W. T. Wilhelm (1). Time, 3.26 1-4.

One-Mile Consolation.— J. W. McGready (1). Time, 3.36 1-2.

MINNEOLA, L. I.— At the Queens County fair at Minneola, L. I., 21 September, the two-mile bicycle race had five contestants, Jos. W. Whitson, Mercury Bicycle Club, Flushing, winning easily in 6.47. Thomas Scudder, of the same club, came in second, and Newton Waters, of the League of American Wheelman, third.

READING, PA.— The races of the Reading Bicycle Club were held in connection with the Berks County fair, 21 September.

100-*Yards Slow Race.*— Won by H. M. Albright in 6m.

Two-Mile Club Championship.— Won by Harry B. Schwartz in 7.33.

One-Mile Open.— Won by W. I. Willhelm in 3.30; H. B. Schwartz (2).

Three-Mile Race.— Won by H. B. Schwartz in 11.35; J. C. Dotter (2).

One-Half Mile Race.—Won by W. I. Wilhelm in 1.35 3-4.

Judges.— Geo. K. Whitner, Col. D. C. Keller and George Dauth.

WILKESBARRE, PA.— This was the first meet of the Wilkesbarre Ramblers' Club. Visiting wheelmen were present from Williamsport, Bloomsburg, Scranton, Pittston and other towns. The attendance was large.

One-Mile Novice Race.— Won by S. A. Wheeler, Wilkesbarre. Time, 3.30.

One-Mile Dash.— C. E. Titchner, Binghamton. Time, 3.16 1-2.

Two-Mile Race 6.45 Class.— J. R. Colbet, Williamsport. Time, 6.30.

One-half Mile Boys' Race.— R. Sturdivant, Wilkesbarre. Time, 1.50.

One-Quarter Mile Heat Race.— J. R. Shlager, Scranton. Time, 43s. and 47s.

One-Mile Tandem Tricycle Race.— Wheeler and Levison, of Scranton, won in 3.53.

One-Mile Club Race.— C. Levison, Time, 3.33.

Three-Mile Handicap.— C. E. Titchner, scratch. Time, 9.56.

One-Mile Ride and Run.— J. Nallin, Scranton. Time, 4.33 1-2.

Three-Mile Lap Race.— J. R. Shlager. Time, 5.27.

Ten-Mile State Championship.— Won by J. R. Shlager (1); J. Colbet, Williamsport (2). Time, 34.10 1-2.

One-Mile Consolation Race.— E. Siebecker, Scranton. Time, 3.24.

SACRAMENTO, CAL.— The tournament of the Sacramento Club was held in Sacramento, 16 September.

One-Mile Novice Race.— H. Toll. Time, 3.30.

One-Mile Handicap.— F. D. Elwell, scratch. Time, 3.09.

One-Half Mile Club Championship.— First heat, J. Benner. Time, 1.46. Second heat, H. Toll. Time, 1.46. Final heat postponed.

Two-Mile State Championship.— F. D. Elwell. Time, 7.30 1-2.

Five-Mile Handicap.— F. D. Elwell, scratch. Time, 19.10.

BROOKLYN, N. Y.—A five-mile road race, the second in the series of races for the Brooklyn Bicycle Club's championship, was run on the Boulevard last Tuesday. The road was very heavy, and crowded with carriages, rendering good time impossible. G. E. D. Todd was an easy winner in 22.53-5. F. B. Hawkins was second, and Wm. Vail third. The officials were:—

Referee.— A. B. Bardman.

Judges.— I. P. Potter, H. E. Raymond, E. D. Williams.

Scorers.— Dr. O. E. Brush, John Nafis.

Timers.— W. H. Mecleer, De Witt N. Cole.

Starter.— F. B. Jones.

BOOKS AND PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.35.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1881. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.50 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Law. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full Instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Tricycling for Ladies. By Miss F. J. Erskine "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.23.

Cortis on Training. By H. L. Cortis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accessories. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Miller and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), 3 *cents.*

GEORGE CHINN, Publisher,

BEVERLY - - - MASS.

MENTION THIS PAPER.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS.(THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

FOR SALE OR EXCHANGE

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

TANDEM TRICYCLE. Humber tandem, little used; virtually good as new: cost, $260; price, $175; great bargain. NEW YORK BICYCLE AGENCY, 21 Worth street.

FOR SALE.—One 52-inch Victor bicycle, in excellent condition. Address, O. H. ALLERTON JR., East End, Pittsburgh, Pa.

FOR SALE.—Coventry Rotary Tandem Tricycle, for sale cheap. In good condition. Good reasons for selling. Address W. L. Surprise, Memphis, Tenn.

CLUB Tandem, nearly new, will be sold cheap for cash. THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

SEND for list of new and second-hand bicycles and tricycles, to THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " never used..... 90 00
57 " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE.—An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE.—A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

BICYCLES.—Send ten cents to W. C. Boak, D LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE.—Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

10! GRAND BICYCLE RACES. 10!

5th ANNUAL MEET

OF THE

COLUMBIA * BICYCLE * CLUB,

At the Driving Park, North Attleboro', Mass.

SATURDAY, OCTOBER 16, 1886, AT 2 P. M.

L. A. W. RACING RULES TO GOVERN.

1.	One-Half Mile Bicycle - -	Open Amateur.	
2.	One-Mile Bicycle - - - -	Novice Amateur.	
3.	Two-Mile Bicycle - - - -	Lap Amateur.	
4.	One-Half Mile Bicycle - -	Hands-Off Amateur.	
5.	One-Mile Bicycle - - - -	3.10 Amateur.	
6.	One-Mile Bicycle - -	Open Amateur.	
7.	One-Mile Bicycle - -	Boys under 16 Years.	
8.	One-Mile Bicycle - -	Club Amateur.	
9.	Two-Mile Bicycle - -	Open Amateur.	
10.	One-Mile Bicycle -	Club Team, 3 Men Each Team.	

Valuable Prizes will be offered in each event. Grand Parade of Wheelmen, escorted by a Band of 25 Pieces, at 12.30 P. M. Entrance Fees, 50 Cents to each event, due Oct. 13, 1886. Entry Blanks and List of Prizes furnished on application to

O. W. CLIFFORD, Columbia Bicycle Club, North Attleboro, Mass.

Cyclers, Attention.

A 5x8 mounted photograph of twelve cycling celebrities, including President Beckwith, Stephen Terry, H. E. Ducker, Abbot Bassett, A. L. Atkins, A. D. Peck, Jr., Dr. W. G. Kendall, and Chief Consul H. W. Hayes. Mailed to any address on receipt of 25 cents.

CYCLING PHOTO. CO.

176 Tremont Street, Boston.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

LOOK AT OUR List of Publications

—AND—

SPECIAL TERMS FOR SAME.

THE HAWTHORNE,

HARVARD STREET - - - - - BROOKLINE.

Unequalled by any house around Boston. 4½ miles from city.

CAFE OPEN AT ALL HOURS.

The best the market affords. Courteous and prompt attention to Cyclists.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines.

DIFFICULT REPAIRING A SPECIALTY.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

LIGHT ROADSTERS

are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.

We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!

SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS

All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.

S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor,

Rochester, N. Y.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

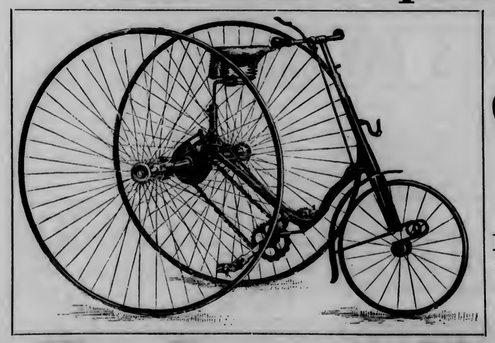
J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

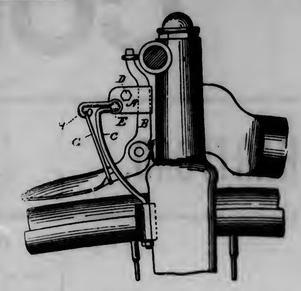
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Room 34, Cor. Winter Street,) Boston, Mass.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25; heavy rolled gold, $2.00 each; postpaid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

COLUMBIA.

HARTFORD. — *12 First Prizes, out of a possible 19, won on COLUMBIAS.*
25 Prizes, out of a possible 39, won on COLUMBIAS.

SPRINGFIELD. — *World's One-Mile Championship, won by William A. Rowe, on a COLUMBIA.*
World's One-Mile Record, made by George M. Hendee, in 2.31, on a COLUMBIA.
24 First Prizes, out of a possible 38, won on COLUMBIAS.
The Majority of all Prizes won on COLUMBIAS.

LYNN. — *21 First Prizes, out of a possible 27, won on COLUMBIAS.*
The Majority of all Prizes won on COLUMBIAS.

BROOKLYN. — *First, Second and Third Prizes in ALL EVENTS except Consolation Race, won on COLUMBIAS.*

MINNEAPOLIS. — *First Prize in EVERY (11) EVENT, except one, won on COLUMBIAS.*

ORANGE, N. J. — *Every Open Event, and 3-Mile Championship, won on COLUMBIAS.*

HARLEM. — *Every Event, except Consolation Race, won on COLUMBIAS.*

CATALOGUE SENT FREE.

THE POPE MFG. CO.,
597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 8 OCTOBER, 1886. | Volume XIII. Number 23.

VICTOR.

The Boston Club 100-Mile Road Race was Won on a Victor

BY

W. H. DOANE.

He says he rode the VICTOR because he could make Better Time on the Road than with any other Wheel.

The World's Records for 2, 3, 4 & 5 Miles are now held on the Victor

BY

W. A. RHODES.

The VICTOR was the First American Wheel to Hold World Records.

OVERMAN * WHEEL * CO.

182 Columbus Avenue - - BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST ROADSTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID." TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

MAPS

On a Large Scale of all the Counties in Massachusetts except Berkshire. Scale, One to One and One Half an Inch to a Mile. Price, 50 Cents in Colors. Apply at

WORLD OFFICE, 179 TREMONT STREET.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front **$22.50**

No. 2. For 4¼ x 5½ Picture, no Sliding Front **22.50**

No. 3. For 5x8 Picture, Sliding Front **27.00**

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 8 OCTOBER, 1886.

THE events for the coming week are: —

9 October. — Races at West Philadelphia, under auspices of the A. A. of cycling.

Same date, Dorchester Bicycle Club road races, corner River and Washington streets, Milton Lower Mills.

Same date, road race of the Yonkers Bicycle Club.

16 October. — Fifth annual bicycle meet, under the auspices of the Columbia Bicycle Club, North Attleboro, Mass.

Same date, road races of the Massachusetts Club in the afternoon, from the club house.

THE tournaments are past now, and we can turn our attention to the more sedate enjoyments of touring.

THIS is the riding season *par excellence*, and the man with a wheel and a camera, can now lay up a sufficient stock of enjoyment and health to tide him over the lazy season.

WHEN this reaches the eyes of our readers, we, the editors, will have started on a tour — somewhere. Our direction will depend on the passing fancy, and the distance, on inclination and weather. Our camera will go with us.

WE are extremely flattered that the Boston *Herald* saw fit to take our cuts of the Lynn track and reproduce them. We should have been better pleased if the *Herald* had acknowledged the "lift."

IT has been suggested by a well-known wheelman that a coasting contest might prove a good idea. He suggested, further, that each man should be permitted to "load up" to weight of the heaviest contestant. Decidedly, this idea has the recommendation of *novelty*, if nothing else.

THE *Wheel* has doubled the price of its subscription. We are willing to abide by the public's decision, if any American cycling paper is worth more than the BICYCLING WORLD.

THE Ripley Road Club has accepted Lacy Hillier's resignation, and elected W. McCandlish to fill the vacancy. It would look as if Hillier was losing caste in his own country.

As we do not hear of any suspensions we presume the Racing Board believes all our present crop of amateurs to be above suspicion. It cannot be that no further action is to be taken?

Wheeling is making a vigorous fight for the abolition of the amateur rule. We wish it all success? if for no other reason than to see how it works. We have tried a third class and it is not a success. This is due largely to Pope's having all of the best men, as well as to the small number of promateurs.

MR. ROBERTSON requests to be heard *in re* his Cabin John Bridge exploit, and states that our Washington correspondent was wrong in saying "six ropes" held him. He further asks if the using of a rope did not "show a little sound sense." Most emphatically we say YES, and had that number been multiplied by six we should have had a still higher regard for Mr. R's caution and wisdom.

THE Owl, in the *Wheel*, comes down rather hard on Kennedy Child, and with no good reason for doing so, that we can see. The very fact that this gentleman had expressed doubts as to the reliability of last year's times was sufficient reason for inviting him to accept a position where he could, if he so desired, detect any evidence of carelessness or fraud. Beyond all this, we have found Mr. Child an entertaining man, a gentleman as well, and are well aware that he carries a head on his shoulders, which is useful as well as ornamental.

IT is a pity that all the men but one, who entered the Boston Club's one hundred mile race, went off the course. Last year the race was a failure from an unfortunate mistake, and this year it was not a success, on account of too complicated a course, and the failure of the men to ride over the same before the race. Knowing how hard the committee had labored to have everything right, we cannot find fault. We do wish to point out the causes of failure, and suggest the remedy. The first course was a good honest hundred miles of fair roads. It was from South Natick to a few miles beyond Rowley and return to Boston. This route served for two years, and gave eminently satisfactory results. Then came the craze for fast time, and with it a demand for a speedier course. A very good one was laid out, but a slight slip on the part of the club's captain gave a course a trifle short. Some of this route, too, was repeated more than twice. Then came the A. C. U. with rules that required a full fifty-mile course. To comply with this requirement and still give a chance for record-breaking, this route was selected. We do not think

any one to blame, and at all events there was an honest attempt on the part of the officials to bring about the very best results. We would advise the club to return to its old course, which, if not as fast as its later ones, will give a yearly comparative record. Or, better still, let the clubs hereabouts, together with the A. C. U. and our road racing men, agree on a route which shall be regarded as the record route. We believe this would prove a most satisfactory arrangement for every one interested in road racing. In connection with the cause which gave rise to the above remarks, we ought to say that the guide arrows were removed in many places by meddlesome people.

Old Country Talk.

BRAVE doings, my masters! And braver to come! have been the cries of the past fortnight, for, as I forewarned you in the WORLD of 10 Sept, the executive of the Union has gone on the war path, and is running amuck among our amateurs. First, King Todd and his merry men smote down Engleheart, Hale, and Oxborrow, then they disposed of F. W. Allard, five-mile tricycle champion of Great Britain, and now they have added to their little list the sport-honored names of R. H. English, G. Lee—not to be confounded with Sid Lee — and F. S. Buckingham. Still they come, and next week we are promised more "divarshuns."

NEVER perhaps have effects followed causes with more startling rapidity than have events of late in England. Scarcely had Mr. Todd's fiat gone forth that English amateurs should not go to Springfield, than *Wheeling's* red hot attack on the executive policy commenced. This was at once followed by the suspensions, which, in their turn, have given rise to the most dangerous agitation against the whole system of an amateur definition yet known in the history of the sport. Already the clubs, in some cases not even racing clubs, are threatening meetings for the "suspends," and the local centres of the N. C. U. are preparing for revolt. Just as the *World* in true sporting fashion has pointed out the want of heart in the purified amateur racing of America, so we at home here find our gorges rising against the cinders-and-water sport we are likely to be supplied with next year. We find it difficult to get the public to come to our race meetings as it is, and where we will be with no scratchmen, we fail to see.

LAST Saturday, at the sports of Godiva Harriers, a mixed meeting of running and cycling, two of the "suspends," Engleheart and Oxborrow competed. The club accepted their entries and the Union's Midland handicapper defied the executive and allotted their starts. The men ran and Engleheart won third prize, which was refused him by the judge. He is now suing the committee, and all the men who competed against him without "protesting" have been suspended.

YOU will thus gather that things with us are very lively just now, and their outcome will no doubt be awaited with interest on your side of the Atlantic. If the abolition of the definition is carried next December when the famous Northumbrian, Mr. I. R. Hogg, will move the proposition, all lovers of international sport will rejoice. We shall look forward to having such American-English struggles on our paths as the world has not yet seen, and we shall send to Springfield a contingent like unto that we sent you once before.

THE first news of Springfield results appeared in the current number of *Wheeling*, whose telegram, communicated to the *Sporting Life*, was copied by *The Cyclist*, and great surprise has been evinced here at the defeat of Wood by Rowe. It is evident that in Rowe you have a vastly improved man, and one who would give our men all their work to do to defeat him. Patriotism and a fervent belief in Furnivall's powers force me to believe that Rowe would be beaten, but you need take no notice of that.

FURNIVALL rode his last race on Saturday, 18 Sept., if I am to credit his own solemn assurances. On that occasion, he won both the mile scratch race for the Sydney Challenge Trophy and the ten-miles scratch race for the Surrey Cup, making a grass record of 33.40⅘ in the latter race. His runners up in the former were H. A. Speechly and Adams, and in the latter W. T. Bull and Adams. The last named is generally considered the best grass man in England, but his training is very slight and he could not hold Furnivall on the spurt. This ten-mile race was a very fine one. The last mile was set at such a pace by Fenlon that he cracked up both Speechly and himself, and you can guess what the last lap was like from the time, —.39 for the ¼ mile on grass.

THE Records Committee of the N. C. U. has thrown out the claim of A. P. Engleheart for the three miles bicycle record, viz., 8.16, and in well-informed circles it is whispered that the famous mile time recorded by Gatehouse and Furnivall at Long Eaton, and clocked by W. W. Alexander, of which I gave you notice in the issue previously alluded to, are hanging in the balance. From what I hear, it is an even money chance that they do not pass the Records Committee, in which case the world's record will pass from Furnivall.

THE Ripley Road Club, in whose ranks are nearly all the leading London pressmen, and good fellows of the wheel has just accepted the resignation of G. L. Hillier from its committee, and as C. E. Liles, the ex-amateur champion, who is honorable secretary to the club did not go out of his way to express any great regrets, the "amateur champion all distances bicycle and tricycle 1881" is expected to shortly retire from the club altogether. You may gather from this fact, the really deplorable knock out which our once popular athlete is receiving in England.

THE latest long-distance road record, is that of A. J. Willson and G. P. Mills who rode one hundred miles on a Humber tandem, in six hours, forty-seven minutes, and were going on for the twenty-four hours' record when their tandem broke. They also scored three hours, five minutes for fifty miles, beating all records for the distance, but were unable in the early morning to get their time checked.

THE position of Kennedy Child as judge at Springfield, has caused great amusement to his friends here. Not that he is in any way unfit for the post, but the Child's irrepressible character is so well-known, that we begin to look for his gradual advancement to the office of President of the United States. The wrath of the *Bicycling News* men, whom he has so frequently satirized to the top of his bent, may be better imagined than described. THE BARD.

LONDON, 24 September, 1886.

Pedals in Paris.

Editor Bicycling World: — The other day, while strolling around in the neighborhood of the Place de l'Etôile, I discoyered the haunt of the principal Parisian cycling depots. They are situated in the Avenue de la Grand Armeé, only a minute's ride over asphalt from the Bois de Boulogne, which is, with a few qualifications, an ideal cycler's paradise. Of the qualifications, more later on.

The mere sight of the machines in the windows determined our course of action, so, mustering up our courage and our store of High School French. we entered one of the shops. Here were cycles strange and cycles curious. Imagine a bike with a

WHEEL OF EIGHTY OR NINETY INCHES

diameter, having cranks on the forks ten inches above the hub, and connected by rods with the ordinary cranks, and you have what they claim to be the fastest machine made. These monster wheels were also furnished with a series of three or four steps and with 24-inch handle bars.

The trikes and sociables. all rear steerers, also have driving wheels of about sixty inches, and steering wheels of twelve inches. One of these machines if at Chestnut Hill on a Sunday afternoon would create more excitement than Lallement's bone shaker. In the same shop

were some of the latest English crippers and dwarfs, and the contrast was most laughable. A quarter of an hour's jabbering and pantomime with the

SMILING DEMOISELLE

in charge, resulted in our obtaining an antediluvian English loop-frame for the remainder of the day. Now then, ho! for the Bois!

A most pleasant afternoon was spent wheeling in and about the broad avenues and shady *allées*. Here are miles and miles of the very finest road imaginable; long shady vistas, through which the sun never penetrates, having pathways smooth as concrete, with long gentle grades, easy to mount, and delightful to coast slowly down, so smoothly and noiselessly that one seems moving through the air. Yet with all this bliss within easy reach of the heart of Paris, a cycle here is still

A THING TO TURN AND STARE AT

on the streets, as in Boston years ago. I met but three or four in all, and they were, without exception, old nondescript traps. As previously mentioned, this elysium has its qualifications. One of these lies in the fact that, after riding some distance down any of the main avenues, one notices a Sergeant de Ville going through the same gymnastics as is customary with a five-cent wooden jumping-jack, and learns that machines are not allowed any further in that direction. They may go "so far, but no farther." It is as if one were allowed to ride around one basin only at Chestnut Hill. If there is an equivalent for the L. A. W. in France, it seems that here is work for it. PEDALS.

Manhattan Meanderings.

THE Roseville Tournament, which was the event *par excellence* of the last week, was not so well patronized by Gothamites as it should have been. The tournament promoters did not look for a howling success this year, and they were not disappointed, but they will not fall very far behind their running expenses, of course excluding the cost of construction. The timers were not up to the mark, and the track was at times overcrowded, but all this is to be expected at a first attempt. The price of grand stand seats, $1.00, was rather steep, and may have kept many away. There is war between the Hudson Counties, of Jersey City, and the Kings Counties, of Brooklyn. There will also be war in our great alphabetical road-racing association. It all happened thuswise. When the road-racing club, with the multitudinous titles, was started, it was intended that its championship should be held by a team of local riders. Although that was the spirit, it was not the law, so the Hudson Counties took Joe Powell, of Smithville, and W. I. Wilhelm, of Reading, into its ranks. Both are fast Star riders, and at the Roseville tournament they swept the Kings Counties in the team race. As the latter have never been beaten, they felt rather sad. But now they are out with a challenge to ride a Hudson County team composed of resident members. At the next meeting of the Association there will be a grand "kick" against the Hudson County Wheelmen's imported team.

OF course there were not as many celebrities at the Roseville Tournament as one may find at Springfield or Hartford, but we had a few old "chesnuts" present. There was manager Jenkins himself, whose wheel record is moldy. But perhaps the greatest antiquity present was W. R. Pitman, the "Vet," who claims that he was the first promateur, having been paid by Messrs. Pope and Cunningham to ride their machines.

LET me fix up that Renton case again. Renton senior was a prominent figure at the Roseville tournament, and on the last day, D. H. himself was present. The Justice of the Peace has dismissed the cases of both Messrs. Hill and Beckwith, but the matter was then turned over to the District attorney, and on last Monday morning the following men were indicted by the grand jury of Richmond County: N. M. Beckwith, T. J. Kirkpatrick, Ed. F. Hill, and G. Carleton Brown. As I understand it from the best authority, Renton himself, he was willing to stop all litigation, provided his son was reinstated. He and editor Aaron were brought together at Springfield, and a thorough understanding of the case was had. Renton claims that he dare not stop his suits on a promise to be reinstated, as one of the conditions of the settlement of the last case, that he was not to be expelled from the League, was not kept. I do not know whether Kirkpatrick and Brown, who live out of the State can be yanked to Port Richmond, but it seems we are liable to have a lively time at any moment.

I HAVE a piece of news. The Citizens Club will inaugurate the racing season next spring, with a race meet at the Roseville track on 30 May.

THE Harlem Wheelmen are counting their losses and gains in their late tournament, and preparing for the winter social season, which they are going to make the most of this year. The Ixion's billiard parlor still continues the centre of attraction in their cosey headquarters, all the rest of the house being deserted. They are very much enthused over their race-meet just now after that important event, they will devote their energies to a pool tournament.

THERE are several members in the Citizens' who think that they can down McCormack, who has been awarded the palm as crack scorcher, since Fontaine removed to Philadelphia. Mac. is trying to induce the captain to run a club race to teach the aspirants for championship honors that they are not so fast as they think.

THE Brooklyns held an at-home at their new club house last Wednesday, which was attended by over sixty wheelmen, who had a gorgeous time. The Ilderans, of Brooklyn, have absorbed the Independents. The Hudson County Wheelmen are preparing for their annual fall road race, and the Elizabeths, having now eighty-one members, are talking about the largest membership in the State, etc. These clubs have a large number of members who labor in New York, and consequently may be considered as part and parcel of Gotham.

TITNAM.

An Artist in France.

THIS little village, situated on the Corbeil branch of the Lyons Railway, is the last place a bicyclist would select for a riding centre. In one direction, towards Paris, the roads, or road is fine, as there is but one. In the opposite direction for about three miles, we have to ride over a pavement, and it is needless to say that we keep away from it as much as possible. The other roads would be called superb in America, but for France are not just the thing, being slightly rough, with occasional loose stones too small to do any harm other than twanging our wheels as we ride over them.

The town itself is a bourgeois place, as uninteresting as can well be; but several outlying villages have retained until today a great deal of their

FOURTEENTH CENTURY ATMOSPHERE,

so to speak, and are therefore extremely interesting, not only to an artist, but to any lover of the picturesque.

On my arrival here, I had not the slightest idea of owning a tricycle this fall, but finding things as above, and my friend M—— with the symptoms of the fever, which I perhaps aggravated by describing the tandem, and expatiating upon its fine qualities, ease of running, etc., etc. Finding my friend in this condition, needing but a slight push to send him headlong into the outspread arms of the tricycling fraternity, led me to actually consider the purchase of a tricycle not only a necessity but an economy. Consequently, the 1st of September found the Quadrant people at Birmingham, Eng., busy packing up a No. 11 tandem and a No. 8 tricycle, to be directed to Ballancourt, Seine et Oise, France. Thursday evening, my friend M—— came down to the "Auberge" and interrupted my very French dinner with the announcement,

"YOUR MACHINE HAS COME,"

and seemed very much incensed because I was not more enthusaistic. I don't know whether he expected me to stand on the table and wave my napkin and

knife above my head or not. However, nothing could be done until the next morning, so I was compelled to swallow my enthusiasm with the delicious *ragout de lepin* and *vin de pays* which were within arm's reach.

The next morning I was pounding on his gate at an early hour, and possibly my enthusiasm seemed to him a little out of place at that time in the morning, but I succeeded in interrupting his *petit dejeuné* and in hauling him down to the carpenter's, who we knew owned a donkey and cart. Well, the cart was a small one, and the *bonnique* smaller than the cart. I took a mental measurement and thought they would do. His charge being only a franc possibly enhanced the size of the team. We walked to the station, paid the bills (or I did with M.'s assistance), which we found much less than we had expected, the duty amounting to only $8.46, and in a few moments were standing dejectedly before an immense crate, not unlike a chicken-coop, or I might say hen-yard. Why! that case was larger than our *bonnique*, cart, and all, boy thrown in. We looked at one and then at the other; this way and that way. We tried to imagine it turned on end (the crate not the donkey), but somehow the law of relative proportions would not give in to us. The case would not contract, neither would the cart expand. However, my vivid imagination was at work and by an abnormal effort conceived the huge case turned cornerwise in the cart and extending out

OVER THE DONKEY'S BACK.

We tried it and it worked. The procession was funeral-like in pace, but our smiling countenances were beaming, I assure you, especially the worthy face of brother M.

After a thorough cleaning and oiling, we took the machine out on to the road, and it is needless for me to say that the moment I touched the saddle the homesick feeling that had bothered me for the past month entirely vanished.

M. made his virgin effort on the pedals, which did not seem to allay his fever in the least, and I think he would have been riding up and down that road to this day if I had not taken the machine away by main force.

After climbing into my knee breeches, I sallied forth for my first ride on the French roads. Well, if you can imagine a perfect

ROAD LIKE A MARBLE FLOOR,

running straight away across the plains, up and down slight inclines, plunging into little villages, where the houses are built close together with but few windows opening into the street, out again into the rolling plains with outlying hills all about, a little river winding along down in a hollow, men plowing in the open fields on either side, no fences or *barriers* anywhere, long lines of trees on both sides, some well-grown, others just planted. If you can imagine all this, you will have taken the ride with me, figuratively speaking.

I rode for seven or eight miles straight out toward Paris, and finding that I was about to enter Corbeil, a large manufacturing town, reluctantly turned back, and in about three quarters of an hour was bowling over the pavements of Ballancourt, escorted by a crowd of hooting Ballancourtian gamins.

I have just received a number of the WORLD which makes reference to the death of George Weber. I am extremely sorry for it, as he was, in my opinion, one of our best riders. CLÉ.

BALLANCOURT, SEINE ET OISE, FRANCE.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgmetn are improper, by reason of gratuitous advertising or objectionable phraseology.]

Now Montreal Claims the Honor.

Editor Bicycling World: — In your issue of 17th inst., I notice an editorial which reads as follows: "For those who are attending Springfield this week, and those who do not, it may be interesting to know that the electric timing is used there for the *first* time in cycling races."

At the Canadian Wheelman's Association meet held under the auspices of the Montreal Bicycle Club in Montreal on 1 and 3 July last, I beg to state that the electric timer was used with perfect success for all the races. And I may also add, that the Montreal Amateur Athletic Association used it at their races, as much as three years ago. Trusting you will correct your statement, and give the credit to whom it is due, I am,

Yours faithfully,
ROBERT LLOYD, *Sec'y-Treas.*

Thomas Stevens and Outing.

Editor Bicycling World: — At the last meeting of the League of American Wheelmen held in Buffalo, a statement was made by one of the prominent speakers, calling in question the character of Thomas Stevens. It was hinted that this gentleman belonged to a class of riders who are hired to exploit particular makes of bicycles. As Mr. Stevens is now crossing India and close to the Chinese frontier, this slanderous statement will not reach him for many weeks. Will you kindly allow me therefore to to state:

First. That Thomas Stevens is making the tour of the world solely as special correspondent of *Outing*.

Second. That he is at perfect liberty to ride any style of bicycle he chooses.

Third. That his expenses are paid exclusively and entirely by *Outing*.

Fourth. That no special manufacturing interests have anything to say in regard to *Outing*, the entire and sole control being vested in the Editor. I am,

Yours very truly,
POULTNEY BIGELOW, *per C. E. C.*

Only one Rope Held Him.

Editor Bicycling World. — My attention being called to an article in your issue of 24 Sept., 1886, signed by "Washington Correspondence," in regard to the riding of the coping of Cabin John Bridge, I would like to have a little say about the matter.

The statement is false in every particular. By actual measurement the coping is seventeen inches wide, one inch on each side being bevelled, making the flat portion only fifteen inches, and not two feet or more as stated in the article, as for having both my machine and person lashed with ropes, held by six men, I would state that when I rode across the coping there was only four persons including myself, on the bridge. I had *one* rope attached to my person, held by *one* person *only*, who was ten feet from the coping; the rope, being *slack* all of the time, did not help me in the least, only put there as safeguard in case of accident, and would not have been there at all, but for a promise I had made "that I would not ride across unless I had a rope attached to me." Who can condemn me for this? Did not it show a little sound sense? I have no desire to keep it secret; most if not all of the riders here know of it, and all who have talked to me about it I have told of the rope. I did not ride across the coping for the purpose of being "cheered," as your correspondent thinks, nor for the purpose of gaining notoriety, as is generally supposed, but for the purpose of showing that it could be done.

If I had ridden across some two years ago, as I intended, nothing would have been thought of it. I would not have had the abuse of the press showered upon me. What did the press say about the riding down the Capitol steps, which was done before the "bridge jumpers" came in fashion, nothing was thought of it, and the step riding is more dangerous than the coping. Supposing that I had run the little wheel of my Star off the outside of the coping, owing to the peculiar construction of the machine, instead of the big wheel following it the bicycle would have fallen across the middle of the bridge, as it does in dropping the little wheel down an embankment. Any Star rider can vouch for the latter.

Yours very truly,
WILL ROBERTSON.

The WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year. The non-riding season is at hand, therefore wheelmen should be turning their attention to the literature of cycling to pass the weary winter months away. We refer you to our list and suggest you send in your order.



RUDGE TELEPHONE MAN.

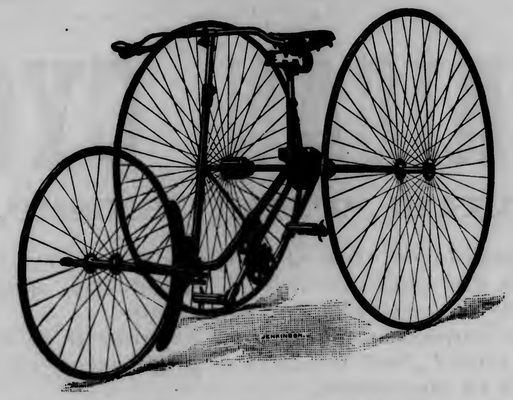
HELLO, Mr. EDITOR,—I like my RUDGE SAFETY better every time I ride it. The improvements on it this year make it simply perfect. I see that H. D. COREY, of STODDARD, LOVERING & CO., is going to ENGLAND very soon. I wonder what they are going to bring out next year.



RUDGE CRESCENT.

(AUTOMATIC STEERER.

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

RECORD BREAKING EXTRAORDINARY!

Without a pacemaker, and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., Sept. 24, for the fifty and one-hundred mile records, under A. C. U. Rules. He did the fifty miles in

2 HOURS, 55 MINUTES and 46½ SECONDS,

beating George Weber's American records by over eleven minutes, and Golden's (English) record by over nine minutes. He did the one hundred miles in

6 HOURS, 43 MINUTES and 59 SECONDS,

knocking McCurdy's record over an hour. His mount was a 51-INCH AMERICAN CHAMPION, which is not a Light Roadster, but is constructed solely for road riding. Whittaker says it's the bearings.

YOU CANNOT GET AROUND IT!

The Fact Will Continue to Stare You in the Face!

THE

AMERICAN CYCLES

ARE THE BEST,

All things considered, and if you go carefully over the whole ground, you can but acknowledge it. Then, too, it will not stretch your pocket-book all out of shape to get one.

Don't buy an imported wheel, just because it is English.

Don't buy a wheel just because a prejudiced rider tells you it is the only wheel in the world.

***Consider the comparative superiority together with the cost, and we shall be satisfied, for we know then that your choice will fall upon one of the* AMERICAN CYCLES.**

GORMULLY & JEFFERY,

CHICAGO, ILL.

FIFTY PAGE ILLUSTRATED CATALOG (LAST EDITION) MAILED FREE.

Opinions and News, in Brief.

FINALE.

EXIT racing.

ENTER fall touring.

OLD records continue to smile.

THEY "perk" right up, and seem to take a new lease of life.

THE expected slaughter is postponed for a season at least. That is,

UNLESS the racing men, now they are not racing, go in for fast time.

OH, that some means could be devised to make men ride their fastest in open contests.

THE Philadelphia Fairmount Park authorities have passed a set of rules governing the use of the park drives by cyclists. The use of bell and lantern is obligatory. Coasting and sidewalk riding is prohibited. The most remarkable feature of all is that irresponsible children are permitted to use the sidewalks with their miserable little shin-breaking velocipedes.

CERTAIN sections of the London riding district are infested with a lot of roughs, who hesitate at nothing that will annoy or injure the passing cyclist. Special police protection has been demanded.

THE proposition to hold a three-days camp next season, under the auspices of the L. A. W. Massachusetts division, is receiving attention at the hands of chief consul Hayes. The suggested place, Cottage City, we think, is a trifle too far on one side. Better fix on some more central spot.

CAMDEN, N. J., will have a race meeting at Stockton Park, 16 Oct. In case of rain the races will be postponed till the 18th.

COL. POPE and wife are down South in the Shenandoah Vailey. They purpose visiting all the usual points of interest in that section, as well as Fort Hill, the fort the Colonel held so valiantly against the enemy during the late unpleasantness.

THE latest is that Mr. Ducker will not sue Dr. Beckwith, but will bide his time till next year's election. While we feel Mr. Ducker was not used as he might have been, we are pleased to hear of his reported decision.

F. WOOD, we are sorry to learn, returns to the old country with the impression that he was not treated courteously by the Springfield Club. The charge that new rules (to him) were enforced, seems to be the burden of his complaint.

PRIAL says a lock of L. Hillier's hari as first prize is not enough inducement for him to start in the editor's race. Well, the committee will see if arrangements can be made whereby the first prize shall be the *head* of L. H. Will that suit the exacting editor of the *Wheel?*

FURNIVALL announces that his racing days are over, and that some other man must take up the running for the Berretta Bicycle Club. Belding and Cassall, of this club, seem to be "doing themselves quite proud," in the matter of taking "firsts."

A 64-INCH bicycle is the largest wheel ever turned out in this country. The Columbia people have made this wheel for a Texas gentleman, who stands six feet seven inches in his stockings.

THERE is law and order in Grand Rapids, Mich. A drunken driver ran down a Mr. Thum, who was riding a bicycle. Verdict, to pay all damages and costs.

MR. AARON and Mr. Gideon are at loggerheads over the question of safety of the West Philadelphia track. "Gid" says the corners are too sharp, and brother Aaron takes exceptions thereto.

LYNN carried off the palm so far as the attendance of wheelmen was concerned. The comparative absence of cyclists at both Hartford and Springfield, was a curious feature, and one that gives rise to reflection.

DON'T use a note book in France, 'tis dangerous; *vide* the adventure of Mons. Joehl, a tourist through France, who from time to time would inquire the way, the state of the roads, etc., and put same in his note book. Result, suspicion, and arrest by the police of that free country, on the charge of being a German spy. The learned officials pronounced his English passport and route to be written in German. He was released finally; his only recompense being lavish apologies.

A NEW YORK enthusiast of lofty ambition, owns and rides a wheel eighty-four inches in diameter.

WE heard a man, who started in the Boston road race, say, last Saturday, that the course had so many turns in it that he absolutely got dizzy and *had* to stop.

THE *Bulletin* is in accord with us in *requiring* the employment of the official handicapper at all race meets. We also require that official timers be appointed and *employed* at all the great race meets.

FURNIVALL makes the astonishing statement that 2.20 for the mile is possible under conditions. First, of course, perfect surface; second, the annihilation of windage. These conditions are not impossible. What would be a fair trial would be a straightaway course, and the wind with you, at about a 3.40 speed.

THE same authority, Furnivall, puts Gatehouse down as the fastest man on the path to-day, either astride the bicycle or tricycle. He thinks the Cantab will "do" twenty-two miles within the hour, before the season of 1887 ends.

THE cheek of 'em! Phœnix, the *Bulletin's* St. Louis correspondent, is disgusted that Greenwood did not climb Corey Hill *more* than four times without stopping. And *this* to us and our pet hill!

THE "burying of hatchets" heretofore the property of the knights of the cycling quill has been a pleasant and important feature of these great meets. The events principally productive of these cheerful and long-to-be-remembered obsequies were held in Springfield, always famous for "peace-treaties," and the last picnic-run of the Boston Club. Of these the editor intends to tell his readers, and his only reason for regretting their "effects," is that he is not yet sufficiently recovered to sing their praises as they deserve. — *Sec'y.-Editor Aaron in Bulletin.*

IN answering Dr. Blackham, Chairman Bassett winds up with this square statement *in re* the A. C. U. "The League cannot afford to waste its energy in an attempt to crush out of existence a society that can do it no possible harm, and which may do some good."

The Boston One Hundred-Mile Race.

IN consequence of an unavoidable misunderstanding, as to the point of starting the amateur contestants in the fourth annual one hundred-mile race of the Boston Club, did not get the word go until 9.36 A. M. The men in this class who faced the starters at the Faneuil House, were S. P. Hollingsworth, Indianapolis; David Drummond, Boston; P. J. Berlo, South Boston; H. A. Porter, Boston; W. S. Doane, Dorchester; and G. S. Locke, South Boston. Five minutes later, at 9.41, the promateurs got away. There were three of this class as follows: W. H. Huntley, Newton; W. H. Rhodes, Dorchester; and A. A. McCurdy, Lynn. After getting straightened out Rhodes commenced to cut out a terrific pace. It soon had a bad effect on poor Huntley, who was not fit when he started, he became very sick and had to stop. The pace on the first hour was equal to a good seventeen miles, which, in consequence of the raw air, was too fast for some of the boys. To be brief, the men with one or two exceptions got hopelessly lost, and one by one had to give it up. Doane, however, kept on the course O. K., and finished his fifty miles in 3.28. He rested four minutes and ate some sandwiches, and drank some tea, and then was off again, apparently as fresh as a daisy. Locke, who was the only other man left on the road, got over his first fifty miles in something over four hours, but on his second circuit he got mixed and gave it up. Doane finished, to be *exact*, at three seconds past five; thus doing the one hundred miles in 7.24.3, beating McCurdy's record by nearly twenty-seven minutes. Doane rode a plucky race. The conditions were unfavorable for fast time, a high cold wind prevailed, and a devious course had to be traversed. He rode a 50-inch Victor. Checkers were carefully placed, and there is not a shadow of a doubt but that the course was fairly covered. That the course was obscure and difficult to find there is no doubt, and while the contestants had ample time to go over it at least once, we hope that next year a more direct straightaway course will be selected.

All Sorts and Clippings.

We are favored this week by charming letters from two of Boston's well-known wheelmen, at present sojourning in France. We hope to hear from them again soon and often.

Ardill's Liquid Enamel has gained a most enviable reputation. It can be easily and quickly applied, giving a smooth jet black polished surface. Price, 75 cents. Stoddard, Lovering & Co., are the sold U. S. agents.

The record-breaking bout will likely be confined to the amateur and promature ranks this season. The professionals require "inducements" that are not forthcoming.

W. H. Huntley is going again to try for the short circuit twenty-four hour record next Monday. He will start from the Nonantum club house. The route will be over a carefully surveyed and selected circuit of twelve and a half miles. He will bestride a 51-inch Rudge.

The Buffer saddle has now a world-wide reputation. One and all who have tried it pronounce it the most comfortable they have ever used. Price, $5.00. Stoddard, Lovering & Co., 152 Congress street, Boston.

The illuminated parade last evening was a very brilliant affair, and over 300 men were in line. On the asphaltum pavements the silent running wheels, rigged in their bright colors, and queerly dressed riders cut a weird and novel scene. Old men smiled, women tittered, young men roared, children shouted, dogs barked, in fact "Rome howled" during the parade, and everybody who witnessed it says it was something they never expect to see again. — *Critic.*

Hendee and Rowe will undoubtedly meet at Springfield in a series of races. We hope there will be no "treaty," but that the superiority of one of them will be decided absolutely.

We notice the "photographic outfit" figures conspicuously in all the race meets lately, as a prize. This is right in line with our claim that the two pastimes go hand in hand.

An awful doom of any nature is usually avoided by those who have foresight. Those who read this who have foresight will lose no time in writing to Hallett & Co., Portland, Maine, to learn about work which they can do at a profit of from $5.00 to $25 and upwards per day, and live at home, wherever they are located. Some have earned over $50 in a day. All is new. Capital not required. You are started free. Both sexes. All ages. Particulars free. A great reward awaits every worker.

The American Champion is meeting with unqualified favor wherever sold; and Gormully & Jeffery have their hands full in filling orders for it. This wheel has the endorsement of many expert riders, and editorial comments have been numerous and outspoken for its easy running qualities. It is not so much to be wondered at, as it is unquestionably a first-class wheel at a second-class price.

We wonder why Prial could not let that old hatchet rest in peace beneath the surface of the earth. Aaron should invite Prial to take a trip up the classic Charles, and settle all differences on the deck of the "White Swan" as "we uns" did, Aaron promises to tell us in *Bulletin* what he saw on that memorable trip.

Doane on a Victor, and a 50-inch "Vic" at that, scored a great victory, over such afield as he had to contend with.

Speaking of Victors, we have been riding one of these fine machines lately, with the anti-header attachment (knowing that our lives are precious to the readers of the World). We imagined we had forgotten how to ride a bike, having ridden a three wheeler so long, but we were mistaken. We find the Victor all that is claimed, stiff, steady, and easy.

The English correspondent of the *Bulletin* takes the same ground that the "Bard" does. He seems to think amateurism as it now is in England, has received a death blow, or at least a staggerer.

H. B. Burroughs of Cincinnati, Ohio, says, "You ask me what I think of the Rapid. In my opinion it is the strongest, handsomest, easiest running, and most rigid wheel in the market. It makes a pleasure of the greatest drudgery of cycling — hill climbing. I have climbed hills with ease on my Rapid that I have not been able to get half way up on my——Roadster, while downhill it leaves everything. This is not only my opinion, but the opinion of all who have seen it."

Have not things come to a pretty pass when a supposed invincible man cannot be beaten without all cycledom raising its voice and shouting "Fixed"! ! Verily, a champion's lot is not a happy one always.

If you wish to read the news of the day dished up in a lively and readable manner, subscribe to the *American Wheelman*, 131 N. 8th St. Louis, Mo.

H. W. B. M., the Domingo Fatjo, spoken of, is *not* our Joe. Evidently, you have never seen our Joe, or you would not ask the question. Thanks, but we don't *care* to publish your letter. As to that other matter, we think the true reason is, because Rowe did not ride fast enough.

The rumor reaches us that Lynn Track Association are not in a hole so deep as was first feared. We sincerely trust the rumor has solid foundation.

We are advised that Whittaker has lately taken a fall that seriously injured his arm, so as to incapacitate him from using same for some time to come.

All who saw Gaskell's fall in the tricycle race at Roseville, last Saturday, agree that it was marvellous he did not get killed. As it was, the poor fellow was fearfully lacerated on the breast.

Mr. Arthur E. Pattison, with the Pope Manufacturing Company, has the sincere congratulations of the World, and all cyclists who know the gentleman. This marriage epidemic among young cyclists is happily on the increase.

The English amateur has been likened to the Dodo, an *extincta avis*. The simile will apply in America, we are thinking, hence, the farce.

We are pleased to learn that Mr. Perry is getting along as well as can be expected. It is feared, however, that his face will never assume its normal appearance. He has our sympathy.

Ladies Run.

A ladies' run, similar to the successful tours of last year, is one of the things on the *tapis* for Boston wheelmen. It is proposed to start next Thursday, and wheel easily to Cape Ann. No scorching will be permitted, so that all going will not have any trouble on that score. Charles R. Dodge, of Willow Cottage, Magnolia, Mass., has the affair in charge, to whom all inquiries should be addressed.

Chicago.

Quite an interesting event, locally, was the postponed three-mile handicap between Van Sicklen and Kluge at the Ball Park, last Sunday. There were a lot of fellows out there, all of whom officiated in some capacity. There was an exceedingly high wind blowing at the time, being very much in Kluge's favor, as this gentleman does not seem to mind little things like a wind. Kluge had twenty seconds and went away at a three minute pace, and was a long way ahead when the starter gave the word to Van, who immediately went after him, and did the mile in 2.54, gaining about four seconds only; 5.58 was his time for the two miles, and the clocks gave him an additional gain of only three seconds, so that it was perfectly apparent that Kluge had the race and Van took it easily afterward, his corrected time at the finish being seven tenths of a second better than Kluge's, whose time was 9.15⅘. This man is showing good form, and it will not be surprising if he eventually gets as fast as his brother.

I asked Garden what he knew this morning, and the immediate answer was, "Dance." Yes, the Owls are hard at work on their entertainment, which is to come off this month, and will consist of the ordinary bicycle exhibition, followed by the light and fancy with the spike tail, as the only alternative to the regulation wheelman's uniform. Garden is helping the boys financially, so that they will not swamp themselves however the affair turns out.

The Illinois Cyclers spent the Sunday on a run to Libertyville with no casualties as yet reported. These youngsters are scorchers, and their runs are of the nature of a road race generally. The proposed run of some of the Chicagos to Joliet did not materialize, as there was only one to start, who did not care to go it alone. The Chicago club house is still a phantom of the future. Another committee later on, a meeting of the want-to-go-home order, a report of progress at the next regular meeting, some bluster and wisdom from the infants, and there 's your club house, gentlemen; see if it isn 't.

Jack Blake has stabled his wheel for the season and is now down to Cedar Lake with the Comlin Gun Club. Great shooting place that, — corks, you know! A G. Spalding & Bros. celebrate this week the annual vacation of Conkling. Presume they will sell some wheels while he is gone. Burley Ayers is confined pretty closely in his burrow since the tour, likely he is masticating some future run and getting it in digestible order. Whittaker still remains at Crawfordsville, and that 's about all the strictly personal I can give you.

McGill, of the Owls is soon to become the happy possessor of one of our millionare's daughters. The *Tribune*, in an article on Chicago millionaires, not long since, remarked that they were all fat. They evidently left McGill's prospective father-in-law out, as he is quite the contrary in fact. McGill is a clerk in the First National, popular among his mates. all of whom will join me in wishing him a heap of happiness.

Van Sicklen will make a supreme effort to bring that "venerable chestnut" the Pope Cup, to Chicago for good, this week. But he has got to beat Hollingsworth to do it. I would hardly dare to express an opinion on the result.

Verax.

St. Louis.

The illuminated parade was a brilliant success, in every sense of the word. The number in line, between two hundred and two hundred and fifty, proved to be amply sufficient, and had the appearance of a much larger number. The crowds of spectators were surprising, exceeding any yet seen upon the streets, excepting only fair week, when the attendance is represented by visitors and not the citizens. The number of visitors was not up to our expectations, but with the bustle of a first attempt at a parade, our home wheelmen could not have handled a larger delegation with anything like the hospitality they are so proud of. I would like to give you an extended account, but my name will not allow it, and I can only say that the costumes and designs which greeted one at the "den" on the night of the parade were a source of mutual surprise to all, and it transpires that some of the designs had been worked upon for several weeks before the event. The first prize for devices was awarded by the committee, of which George Thayer, of Hartford, is a member, to Arthur Young, who had placed upon a tandem tricycle a framework of light gas-pipe, in the shape of sails, which he decorated with upward of a hundred lanterns. At the masthead, in a hoop, he placed pieces of colored glass, forming the letter E, the initial of his club, placing hub-lamps behind it to to show it off. There were other displays which many considered equally as good, but they are too numerous to mention. The air was delightfully cool on the night of the parade, and no accident occurred to mar the line, except a few side falls among the flambeaux in trying to adjust their torches. The display made by the Missouri club was undoubtedly the best club display.

Several unexpected developments caused the programme and route to be somewhat changed. The citizens concluded at the last moment that it was not advisable to illuminate the down-town streets for the wheelmen, though this they afterward regretted, and urgently requested the cyclers to give another parade during fair week, on next Thursday night. I believe the request will not be complied with, though it is probable that the wheelman's parade will be made a feature of all future carnival seasons. The St. John's bicycle brass band was also abandoned on account of the excessive cost, they claiming that they could not afford to come at a less figure than $800.

After the parade, the members of the Missouri Club enjoyed a banquet and dance at their club-house, while the Ramblers visited Faust's and entertained their friends. Yesterday morning everybody arose at a late hour, and the road race, which it was expected would prove an interesting affair, was not witnessed by any one but the officials along the route, the crowd assembling at the Missouri club-house, where the race ended. It was a tame affair, and the judgment of the committee in charge is criticised for having selected a route which included several thoroughfares which were crowded with vehicles, resulting in tumbles and slow time. The race was won by Alexander Lewis. who finished the twenty miles in 1.31¼, this being the record for the route. The second man, Snider, was some distance behind, and the rest straggled in.

The banquet at the Lindell Hotel last night was well attended and thoroughly enjoyed. Speeches and resolutions were indulged in, and the tribute offered by Grand Marshall Stettinius to W. E. Hicks, who suggested the illuminated parade last fall, and worked at it persistently until he secured co-operation, was loudly applauded. Mr. Thayer gave an interesting account of his travels across the continent, and stated that he would continue his trip from this point to his home near Hartford.

The banquet closed at midnight, and to-day a general run was taken to Baldwin, on the Manchester pike.

There is positively nothing to write about this week, as the parade has been the one absorbing topic. Brevity.

Thomas Says 'T is Hot.

Outing has just received a letter, dated Delhi, India, from Thomas Stevens, the globe-girdling cyclist, in which he says: "The weather is oppressively hot; journey barely possible this season of the year (August) even by taking things very leisurely." Some idea of the temperature may be imagined when we state that, with every appliance to mitigate the heat, in the shape of *punkahs*, water soaked *cuss-cuss tatties*, hung across the doorways of the houses, etc., the thermometer indoors often registers 120° for weeks together.

Dorchester Club Races.

Every one will remember the success of the road races held under the auspices of the Dorchester Club last year, and so every one will be on hand that can, to enjoy another afternoon's sport to-morrow. The starting point is corner of River and Washington streets, Milton, Lower Mills. The races are, however, open to members of the club only, and will be fifteen miles, six miles, three miles, and one mile. The courses and distances are correct, and are the same as used last year.

Massachusetts Club Races.

Arrangements are well under way for these events, which are to take place 16 Oct. Men who contemplate competing should remember that entries close 14 Oct., with A. D. Peck, Jr., 152 Newbury street. Routes were published in last week's World.

RACING NEWS.

East Hartford, 29 September. — East Hartford Wheel Club, fall races. The two-mile open novice, was run in three heats. The heats in one mile each. The final heat resulted: Richmond (1), Tyrrell (2), Thomas (3). Time, 6.43 3-5.

One-Mile Open. — Hart (1), Warner (2), Prior (3). Time, 3.34 3-5.

Two-Mile Open Handicap. — Damery, 25 seconds (1); Lee, 30 seconds (2); Hart, scratch (3). Time 6.45.

Two-Mile Club Novice Handicap. — Richmond (1), Ackley, 25 seconds (2); Cowles, scratch (3). Time, 6.34 1-2.

Three-Mile Open Lap. — Hart (1), and most points, Horton (2). Time, 9.52 3-5.

One-Mile, 3.20 Class. — Had to be run in trial heats of one quarter mile each.

Final Heat. — Richmond (1), Pratt (2). Damery had this race in hand, but just before the tape was reached, he was run into by Wilson, who tried to pass on the inside.

Five-Mile Lap Race. — Hart (1), and most points; Prior (2), Warner (3). Time, 16.29.

One-Mile Open Handicap. — Tyrrell, 125 yards (1); McLellan, 150 yards (2); James, 150 yards (3). No time taken.

Consolation Race. — Wilson (1), Spencer (2), Jackson (3). Time, 3.18 2-5.

One Quarter Mile Dash for Boys under 10 years. — Wainwright (1), Olmstead (2).

H. E. Bidwell then made a successful attempt to beat 1.27 for half a mile. He did it in 1.24 1-5.

WEYMOUTH, 29 September:

Two-Mile Race.— W. H. Senter (1), D. C. Pierce (2), F. W. Perry (3). Time, 7.20 4-5.

One-Half Mile Race.— F. W. Perry (1), E. T. Bigelow (2). Time, 1.42 2-5.

Two-Mile Handicap.— W. H. Senter, scratch (1); W. L. Brown, 20 yards (2); D. C. Pierce, scratch (3). Time, 6.59.

One-Mile Race.— W. W. Sheen (1), W. L. Brown (2), F. G. Gibbs (3). Time, 3.24.

Five-mile Handicap.— A. W. Porter, 150 yards (1); D. C. Pierce, scratch (2); E. G. Gibbs, scratch (3). Time, 17.30 1-5

The Roseville Meet.

THE New Jersey Cycling and Athletic Association opened their new grounds with a three-day tournament, commencing on Thursday, 30 September. The attendance on the first two days was 1,000 each, and on the third day about 1,500. The weather was cold, and the wind strong and unpleasant during the entire meet, so that no remarkably fast times were made, although the track was proved to be as fast as any in the country.

THURSDAY, 30 SEPTEMBER.

One-Mile Novice.— F. B. Jones, Brooklyn (1), W. H. K. Davey, Western, N. J. (2). Time, 3.07 1-5.

One-Mile Promateur.— G. M. Hendee, New Haven (1); F. F. Ives, Meriden (2); E. P. Burnham, Newton (3). Times, 2.55 1-5; 2.55 2-5.

Two-Mile Amateur 6 Minute Class.— E. A. De Blois, Hartford (1); C. H. Chickering, Smithville (2); S. H. Rich, New York (3). Times, 5.45 2-5; 5.46.

Three-Mile Professional Lap.— Fred Wood, 67 points; W. M. Woodside, 57 points; H. C. Crocker, 52 points; Chas. Frazier, 34 points. Times, one mile, Wood, 2.45 4-5; two miles, Crocker, 5.42 3-5; three miles, Wood, 8 43.

Two-Mile Tricycle.— S. M. Gideon, Philadelphia (1); H. W. Gaskell, Boston (2); A. B. Rich, New York (3). Times, 7.00 2-5; 7.01 2-5. Time at one mile, Gaskell, 3.41 2-5.

Three-Mile Promateur Lap.— G. M. Hendee, 27 points (1); F. F. Ives, 18 points (2); C. P. Adams, 6 points. Time, 9.06 1-5.

One-Mile Amateur Handicap.— A. B. Rich, New York, scratch (1); E. A. DeBlois, Hartford, 20 yards (2). Times, 2.40 3-5; 2.40 4-5.

Ten-Mile Professional Bicycle.— Chas. Frazier, Smithville (1); Fred Wood, Birmingham (2); W. M. Woodside, Minneapolis (3); Prince, James, and Morgan stopped. Time, 30.22 1-5; 30.23 1-5.

Three-Mile Amateur Handicap.— Fred Foster, Toronto, scratch (1); E. A. DeBlois, Hartford, 50 yards (2); W. E. Crist, Washington, scratch (3). Time, 8.35 3-5. Rich rode one mile in 2.42; two miles, 5.44 2-5.

FRIDAY, 1 OCTOBER.

One-Mile Amateur Bicycle Lap.— W. E. Crist, Washington, 24 points; A. B. Rich, New York, 20 points; E. A. DeBlois, Hartford, 18 points. Times, one quarter, 39 2-5; one half, 1.18 3-5; three quarters, 2.03 4-5; mile, 2.53 2-5.

Three-Mile Promateur Handicap.— George M. Hendee, scratch (1); W. A. Rowe, scratch (2); E. P. Burnham, 150 yards (3). One mile, Hendee, 2.47 3-5; two miles, Hendee, 5.46 2-5; three miles, Hendee, 8.54 1-5; three miles, Rowe, 8.54 2-5.

One-Mile Professional Handicap.— H. C. Crocker, 50 yards (1); Charles Frazier, 25 yards (2); Robert James, 90 yards (3). Times, 2.44 1-5; 2.44 4-5.

Two-Mile Amateur Handicap.— H. W. Gaskell, Boston, 50 yards (1); E. A. DeBlois, Hartford, 30 yards (2); A. B. Rich, New York, scratch (3). Times, 5.53; 5.43 2-5.

Ten-Mile Promateur Bicycle.— Geo. M. Hendee (1), F. F. Ives (2), C. F. Adams (3). Times, 31.04 2-5; 31.04 3-5; 32.08 1-5.

Three-Mile Amateur Bicycle.— W. E. Crist, Washington (1); H. W. Gaskell, Boston (2); A. B. Rich, New York (3). Times, 9.10 5-5; 9.10 4-5.

Five-Mile Professional Lap.— W. M. Woodside, 79 points (1); Fred Wood, 75 points (2); H. C. Crocker, 48 points. Time, five miles, Woodside, 15.29 2-5.

One-Mile Amateur 3 Minute Class.— J. W. Powers, New York (1); Chas. A. Stenken, Jersey City (2); E. M. Smith, Jersey City (3). Times, 2.56 1-5; 3.01; 3.01 1-5.

Two-Mile Tandem Tricycle.— A. B. Rich and H. G. Gaskell (1), W. E. Crist and Fred Foster (2). Times, 6.00; 6.00 1-5.

SATURDAY, 2 OCTOBER.

One-Mile Professional Bicycle.— Charles Frazier (1), H. C. Crocker (2), Fred Wood (3). Time, 2.53 2-5.

Two-Mile Tricycle Race.— S. M. Gideon, Philadelphia (1); A. B. Rich, New York (2); H. W. Gaskell did not finish, fell. Times, 6.52 4-5; 6.43.

One-Mile Promateur Bicycle Handicap.— George M. Hendee, scratch (1); W. A. Rowe, scratch (2), Times, 2.48 1-5; 2.48 2-5.

Five-Mile Amateur Bicycle.— W. E. Crist, Washington (1); W. I. Wilhelm, Reading, Pa. (2); A. B Rich, New York (3). Times, 16.27 4-5; 16.28 1-5.

Five-Mile Professional Handicap.— Fred Wood, scratch (1); H. C. Crocker, 45 yards (2); W. M. Woodside, scratch (3). Times, 14.42 2-5; 14 32 3-5.

Five-Mile Promateur Bicycle Lap.— Hendee, 45; Ives, 30 and Adams 2 points. Hendee's times: One half, 1.22 3-5; one, 2.47; two, 5.43 2-5; three, 8.45 1-5; four, 11.44 2-5; five, 14.41 1-5. Ives, 15.20.

Three-Mile Amateur Bicycle, 19-30 Class.— E. A. DeBlois (1), 3.02, 6.07 2-5, 9.19 3-5; P. S. Brown, Washington (2), 9.19 4-5; S. H. Rich, New York (3).

One-Mile Amateur Team Race.— Hudson County Wheelmen, 13 points; Kings County Wheelmen, 8 points. W. I. Wilhelm, H. C. W. (1); Joseph Powell. H. C. W. (2); A. B. Rich, K. C. W. (3); H. J. Hall, Jr., K. C. W. (4); C. A. Stenken, H. C. W. (5); M. L. Bridgeman, K. C. W. (6). Time, 2.55 3-5.

One-Mile Consolation.— Joseph Powell, Smithville (1); C. R. Hoag, Newark (2); E. C. Parker, New York (3); H. J. Hall, Jr., Brooklyn (4). Time, 5.57.

LEAGUE ESSEX COUNTY WHEELMEN.— The races to be held under the auspices of this organization, bid fair to be locally interesting. They are to take place at the Lynn track to-morrow, at 2.30 P. M. A. C. U. rules will be used.

National Cyclists' Union.

RECORDS.

THE record committee have passed the following claims to record:—

Bicycle on Path.— W. A. Illston, quarter mile (flying start), 34 2-5s. Jarrow track, on 28 August.

C. Potter, on Surbiton track, 28 August.

Miles.	H. M. S.	Miles.	H. M. S.
28	1.27.55 4-5	40	2.07.48 3-5
29	1.31.09 3-5	41	2.11.09 4-5
30	1.34.22 3-5	42	2.14.28 2-5
31	1.37.38 3-5	43	2.17.49 4-5
32	1.41.02 4-5	44	2.21.14 1-5
33	1.44.20 1-5	45	2.24.28 3-5
34	1.47.41 3-5	46	2.27.53 3-5
35	1.51.06 4-5	47	2.31.13 1-5
36	1.54.29 2-5	48	2.34.44 3-5
37	1.57.58 1-5	49	2.38.17
38	2.02.18 3-5	50	2.41.40 3-5
39	2.04.36 4-5		

Greatest distance in two hours, 37 miles, 1,010 yards.

Bicycle (road).— E. Hale, fifty miles, 3h. 6m. 26s., on 28 August; G. P. Mills, Land's End to John o' Groat's, 5 days, 1 hour, 45 minutes, 5 to 10 July.

Tricycle (road).— G. P. Mills, Land's End to John o' Groats, 5 days, 10 hours, 16 to 21 August.

Tandem Tricycle (path).— C. E. Taylor and J. Morris, ten miles, 29.44 3-5; C. E. Taylor and J. Morris, twenty miles, 1h. 52 3-5, 23 August. Long Eaton track.

Tandem Tricycle (road).— E. B. Turner and S. Lee, fifty miles, 3h. 9m. 56s., 21 August.

The committee have had before them the claim of A. P. Engleheart to the three miles bicycle path record, but they cannot allow same, as they are not satisfied with the correctness of time claimed (8m. 16s.).

Roxbury Club Runs.

CAPT. JOHNNIE LOWELL, of the Roxbury Bicycle Club, has called the following runs, to start from 1177 Tremont street, at 9.30 A. M.:

10th, Great Sign Boards.
17th, South Framingham.
24th, Sharon (Massapoag Hotel).
31st, Salem (Essex House).
Unattached riders invited to join.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, $1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

Connecticut.— F. A. Jackson, 608 Chapel street; New Haven.

Colorado.— Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.— L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.— F. A. Pratt, 3 Somerset street, Boston.

Maryland.— S. T. Clark, 2 Hanover street, Baltimore.

Missouri.— W. M. Brewster, 309 Olive street, St. Louis.

New York.— F. J. Pool, 3 Broad street, New York City.

New Hampshire.— W. V. Gilman, Nashua.

New Jersey.— L. H. Johnson, Orange.

Ohio.— Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.— F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.— A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.— B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.— S. B. Wright, Oskaloosa.

Wyoming Territory.— C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.— Unless protests received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Miss Emilie Perkins, care of L. C. Perkins, Smithville, N. J.

APPOINTMENTS.— Consul for Hudson, N. Y., H. J. Barringer, Jr., P. O. Box 715, Hudson, N. Y.

HAND-BOOK ANNOUNCEMENT.— The acting chief consul can now supply a few copies of the 1886 Hand-Book. Price thirty-five cents.

LOW RATES,

Under "For Sale and Exchange."

Five Cents a Line.

Send in your advertisement to

BICYCLING WORLD CO.,

179 TREMONT ST., BOSTON.

DIRECTORY.

SPECIAL NOTICE

To Manufacturers, Dealers, Agents and Repairers.

We will insert your Name, Address and Business, as below, for

$5.00 a Year,

Without the paper included, and for

$5.75 a Year,

Including the WORLD for one year.

Regular Advertisers will of course have Name and Address inserted under this head

FREE.

Send in your Name and your Money to

BICYCLING WORLD CO.,

No. 179 TREMONT STREET.

BOSTON, MASS.

POPE MANUFACTURING COMPANY, "Columbias," 567 Washington street.

OVERMAN WHEEL COMPANY, "Victors," 182 Columbus avenue.

STODDARD, LOVERING & Co., "Rudge," 152 Congress street.

COVENTRY MACHINISTS COMPANY, 239 Columbus avenue.

W. B. EVERETT & Co., "Singer," 6 and 8 Berkely street.

W. STALL, "Star," 509 Tremont street.

WM. READ & SON, "Royal Mail," 107 Washington street.

J. A. R. UNDERWOOD, "Quadrant" and "Rover," Dorchester District.

MURRAY'S, "American cycles" and repairs, 100 Sudbury street.

STRICKLAND & PIERCE, bicycle shoes, 156 Summer street.

JOHN HARRIOT, medals, 433 Washington street.

C. H. CODMAN, photographic goods, 34 Bromfield street.

BLAIR CAMERA COMPANY, photographic goods, 471-477 Tremont street.

CYCLING PHOTO. COMPANY, "Celebrities," 176 Tremont street.

B. SCHULENKORF & SON, C. T. C. tailors, 1141 Washington street.

F. G. BURLEY, Burley saddle, Brighton District.

BUTMAN, second hand machines, 89 Court street.

BALTIMORE, IND.

SAMUEL T. CLARK & Co., "New Rapid," 4 Hanover street.

BEVERLY, MASS.

GEORGE CHINN, Essex County handbook, Beverly, Mass.

CHICAGO, ILL.

GORMULLY & JEFFERY, "American," 222 and 224 No. Franklin street.

LONDON, ENGLAND.

R. E. PHILLIPS, patents, 70 Chancery Lane, W. C.

MERIDEN, CONN.

GREGHILL MANUFACTURING CO., bicycle sundries, Meriden, Conn.

NEW YORK.

NEW YORK BELTING AND PACKING COMPANY, 15 Park Row.

HOME SCHOOL, exercises, 16 E. 14th street.

DAYTON, OHIO.

A. W. GUMP, bicycle sundries and second hand machines, Dayton, Ohio.

NEW HAVEN, CONN.

BICYCLE SUPPLY COMPANY, bicycle sundries, 32 South Front street.

NEWARK, N. J.

McCOY & WILLIAMS, "Sparbrook," 24 and 26 Mechanics street.

PHILADELPHIA, PA.

H. B. HART, general dealer, 811 Arch street,

PEORIA, ILL.

GEO. W. ROUSE, bicycle sundries, 9 G street.

ROCKFORD, ILL.

F. LILLIBRIDGE, Lillibridge saddle, Rockford, Ill.

ROCHESTER, N. Y.

"PUNNETT," Jersey cloth breeches, Rochester, N. Y.

SMITHVILLE, N. J.

H. B. SMITH MACHINE COMPANY, Star, Smithville, Bur. County, N. J.

BOOKS and PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables — Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap — Toilet Requisites. Calmatives — Nervousness — Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Tricycling for Ladies. By Miss F. J. Erskine "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the WORLD for one year, $1.20.

Cortis on Training. By H. L. Cortis, M.D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Guide to Bicycling. By Henry Sturmey. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accessories. Clubs, Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 60 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright. Breezy. Newsy. Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.60 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Low. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins A book of convenient size, containing forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full Instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete Manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel Bound in cloth. By mail, $1.00

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $1.25 each.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Contains, Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officers, Road Routes, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bi. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Pepa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

BICYCLING WORLD CO.

179 Tremont Street.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

FOR SALE OR EXCHANGE

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.

FOR SALE. — One 56-inch Victor in first-class condition. Has been run very little. A bargain. Address, Box 1593. Fitchburg, Mass.

FOR SALE. — One 54-inch Victor bicycle for sale cheap; in fine condition; write for particulars. Address W. T. OLMSTEAD, So. Norwalk, Conn.

TANDEM TRICYCLE. Humber tandem, little used; virtually good as new: cost, $260; price, $175; great bargain. NEW YORK BICYCLE AGENCY, 21 Worth street.

FOR SALE. — One 52-inch Victor bicycle, in excellent condition. Address, O. H. ALLERTON JR., East End, Pittsburgh, Pa.

FOR SALE. — Coventry Rotary Tandem Tricycle, for sale cheap. In good condition. Good reasons for selling. Address W. L. Surprise, Memphis, Tenn.

CLUB Tandem, nearly new, will be sold cheap for cash. THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

SEND for list of new and second-hand bicycles and tricycles, to THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53	RUDGE RACER	used twice		$90 00
1 54	"	"	three times	90 00
1 55	"	"	never used	90 00
57	"	"	"	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.



HANDY POCKET WRENCH.

For Bicycles, or other use. Maleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 68 and 70 Wabash Avenue, Chicago, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

10! GRAND BICYCLE RACES. 10!

5th ANNUAL MEET

OF THE

COLUMBIA * BICYCLE * CLUB,

At the Driving Park, North Attleboro', Mass.

SATURDAY, OCTOBER 16, 1886, AT 2 P. M.

L. A. W. RACING RULES TO GOVERN.

1.	One-Half Mile Bicycle - -	Open Amateur.	
2.	One-Mile Bicycle - - - -	Novice Amateur.	
3.	Two-Mile Bicycle - - - -	Lap Amateur.	
4.	One-Half Mile Bicycle - -	Hands-Off Amateur.	
5.	One-Mile Bicycle - - - -	3.10 Amateur.	
6.	One-Mile Bicycle - -	Open Amateur.	
7.	One-Mile Bicycle - -	Boys under 16 Years.	
8.	One-Mile Bicycle - -	Club Amateur.	
9.	Two-Mile Bicycle - -	Open Amateur.	
10.	One-Mile Bicycle -	Club Team, 3 Men Each Team.	

Valuable Prizes will be offered in each event. Grand Parade of Wheelmen, escorted by a Band of 25 Pieces, at 12.30 P. M. Entrance Fees, 50 Cents to each event, due Oct. 13, 1886. Entry Blanks and List of Prizes furnished on application to

O. W. CLIFFORD, Columbia Bicycle Club, North Attleboro, Mass.

IF YOU ARE INTERESTED IN

The Kennel, Trap and Field Shooting, Bicycling, Angling, Archery, and all Out-door Sports in General,

YOU SHOULD READ

The AMERICAN SPORTSMAN,

The Gentlemen's Weekly Journal of Reputable Pastimes.

SUBSCRIPTION PRICE, $2.00 A YEAR.

ADDRESS,

The AMERICAN SPORTSMAN CO.

CINCINNATI, OHIO.

HUSTON ST. JOHN - - - Manager.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

LOOK AT OUR List of Publications

— AND —

SPECIAL TERMS FOR SAME.

LIGHT ROADSTERS

are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.

We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!

SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS

All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.

S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor,

Rochester, N. Y.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C., etc.**, Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

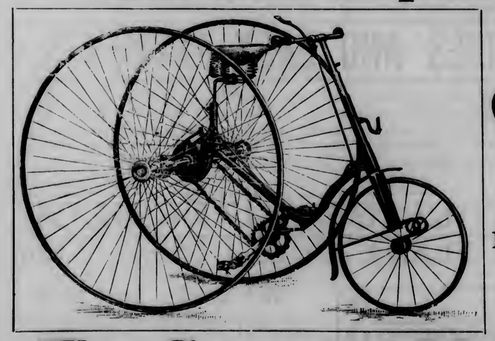
J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

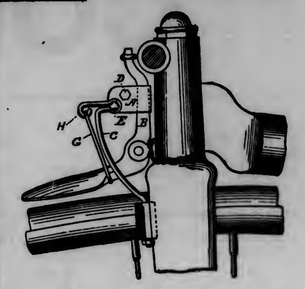
OVERMAN WHEEL CO.,
Boston, Mass.

Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,
E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.
Prevents Nine-Tenths of the Headers.
Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Room 34, Cor. Winter Street,) Boston, Mass.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25; heavy rolled gold, $2.00 each; post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

COLUMBIA.

HARTFORD. — *12 First Prizes, out of a possible 19, won on COLUMBIAS.*
25 Prizes, out of a possible 39, won on COLUMBIAS.

SPRINGFIELD. — *World's One-Mile Championship, won by William A. Rowe, on a COLUMBIA.*
One-Mile Record, made by George M. Hendee, in 2.31, on a COLUMBIA.
24 First Prizes, out of a possible 38, won on COLUMBIAS.
The Majority of all Prizes won on COLUMBIAS.

LYNN. — *21 First Prizes, out of a possible 27, won on COLUMBIAS.*
The Majority of all Prizes won on COLUMBIAS.

BROOKLYN. — *First, Second and Third Prizes in ALL EVENTS except Consolation Race, won on COLUMBIAS.*

WINONA, WIS. — *First Prize in EVERY (11) EVENT, except one, won on COLUMBIAS.*

ORANGE, N. J. — *Every Open Event, and 3-Mile Championship, won on COLUMBIAS.*

HARLEM. — *Every Event, except Consolation Race, won on COLUMBIAS.*

CATALOGUE SENT FREE.

THE POPE MFG. CO.,
597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 15 OCTOBER, 1886. | Volume XIII. Number 24.

"EASY RUNNING."

TO-DAY IT IS A FACT

That a large majority of the world's bicycle records are held on **THE VICTOR BICYCLE.**

The principal road races of the year have been won on Victors. If you want a bicycle to **RUN EASILY,** buy a Victor.

"EASY RUNNING."

OVERMAN WHEEL CO.

182 COLUMBUS AVE., BOSTON.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST ROADSTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID," TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** *the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.*

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

MAPS

On a Large Scale of all the Counties in Massachusetts except Berkshire. Scale, One to One and One Half an Inch to a Mile. Price, 50 Cents in Colors. Apply at

WORLD OFFICE, 179 TREMONT STREET.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

THE LILLIBRIDGE SADDLE

Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

Price, Nickelled, $5.00. Price of coiled Spring, with Straps, etc., for Old Saddles, 75 Cents.

FREEMAN LILLIBRIDGE, Rockford, Ill.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4268.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9¼ x 6¼ x 4¼ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50

No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50

No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 15 OCTOBER, 1886.

THE events for the coming week are: —

16 October. — Massachusetts Club Road Race. From Club House, 152 Newbury Street.

Same date. Meet at Lynn track. Record breaking attempts and races.

Same date. Fifth annual meet of the Columbia Bicycle Club, North Attleboro, Mass.

18 October. 24-hour tandem record ride by Morgan and Mlle. Armaindo.

23 October. Opening races at the new track at Camden, N. J.

OUR esteemed contemporary, of School street, the *Cycle*, will hereafter run on wooden wheels.

TALKING of wheels, we hope our readers will remember that the columns of the WORLD are open to legitimate discussion on different wheels, their construction, etc.

OUR New York and Chicago correspondents failed us this week for some unknown reasons. Perhaps Titnam has been taking a trip to Springfield to exhume and sharpen up his little hatchet.

WE have taken our little outing up the Connecticut Valley, and home *via* Fitchburg. We had lots of fun, plenty of walking, and gathered a few points, to be worked up and presented later when the dull season is on us.

COREY has gone, but his child is still here. — *Herald.* Goodness gracious, we did not know that Corey was married.

WE are pleased to hear that the Springfield Club will show a balance on the right side. Hillier's crow will be turned into a squawk.

RHODES has confirmed the opinion that he is a first-class man, but better against the watch than against a field of good men.

IT is not surprising that Gaskell denounces picket fences for track lining. Any man who has scraped his chest on the top of one is justified in thinking it a poor stopping-place.

NOW that Bassett has gone into the manufacture of tricycles, we shall next hear of him subsidizing amateurs to boom his new wheel.

BY the way, the air is full of rumors of press changes. We are told that Prial will retire from the *Wheel;* that Bassett will give up the *Cycle* and devote his time to the secretaryship of the Sterling Tricycle Company, and that a new cycling monthly will soon make its appearance. We cannot vouch for the truth of any of these rumors.

THE wonderful performance of Rhodes last Friday, in covering 21 miles 534 yards in the hour took away our breath, and scarce are we allowed to recover our normal respiration, when we get another winder by receiving news of Rowe's marvellous run of 21 miles 1,149⅗ yards in the hour. The twenty-two mile mark is not now very far off — only about 610 yards.

WE have very little sympathy with this cry of "baby," "fixed," and other charming and expressive ejaculations when Hendee loses a race or Rowe gets beaten. A truce to such opinions, gentlemen, and allow other men are square as well as yourselves.

WE are also amused at the wisdom of the knowing ones, who hear tell that some one said, they heard rumored, that Col. Pope said that Manager Atkins was instructed to make arrangements with some one that Rowe should only make record on some particular track and no other. We get awfully tired of reading such stuff. Even allowing it to be true, Col. Pope and Manager Atkins are not nincompoops, neither can Ducker be called a flat. From which we wish our readers to infer that "we hear tell," "that it was said," etc., all exist only in the knowing one's brain.

THE promateurs are now on the horns of a dilemma, and have two alternatives, *i. e.*, retirement or professionalism. We hear certain men will not embrace the latter, therefore, oblivion must be their lot, so far as the race track is concerned. If Rowe and Hendee race for a purse, as proposed, of course that will settle their status.

IT has become the fashion to denounce the promateur class as a failure. We admit the truth of it, but the reasons therefor are apparent and peculiar. It was not because they were called promateurs and separated into a class by themselves, but because the number was small, and the two best men were controlled by one firm. If all the large dealers had been represented as of yore, and the men had been divided about better, the promateur races would have been interesting. We

never believed in the promateur as a class, and when the idea was first proposed we said it would be a failure, but was worth a trial. His existence depends upon the manufacturers, hence the cause.

We have no sympathy with the cycling criminal libel indictments that are pending, nor with those that are threatened. In our opinion it is a contemptible way of avenging one's self for a real or fancied injury. They do not touch the hem of the garment of the injustice done, but it is a petty way of using the law to harass one who has done wrong or been injudicious with his pen. It is an un-American way of righting a wrong and deserves the condemnation of every man with a heart as big as a man's ought to be. Take the Renton case, a bill in equity would put in issue the real question, and decide whether or not the young man was rightly expelled from the League or not. The same can be said of the Ducker-Beckwith matter. We think Ducker was wrongfully tipped out of office, but he will gain nothing by harassing Beckwith because he accused him of malfeasance in office. Besides all this, Ducker availed himself of his right to appeal, and Beckwith was sustained. Now, let the matter rest. We think Beckwith entirely wrong, and that the officers may have been unwise in the Renton case, but no good can come to any one from these prosecutions. They are extremely hurtful to the interests of cycling. They put us in a bad position with the outside public, and hurt the League, in making good men hesitate to accept office.

Cyclographs.

"Verax," in the *Chicago Sporting Journal*, seems to think that I am a peculiar personage, because I don't see the sense of giving up what might be, probably would be, decided contentment during a few years at least — for what? the chopped straw of social success, small ambitions, and material luxury.

I AM A BOHEMIAN,

(not a Chicago one, though of anarchist stripe) easily pleased in some directions. I like the good things of life, the highest possible flavor in my daily dishes, but I don't care if they be served in porcelain or in china. pewter or silver, so long as life ceases to be a problem and is decent and independent.

Will. R. Pitman.

How, to the old timers in cycling, does this name recall the birth and infancy of the sport in America? He's married now, and his interests seem more towards home than the club, though he is not entirely to blame for not riding now as of yore. Ever since the "Old Vet" won the hundred-mile tricycle race of the Boston Club in '84, the doctors have declared that his heart is affected, and that he must cease cycling for fear of greater injury to himself, so that we lose him through a fault of his heart, not his head, for his mind still dwells on former glories on path and road, the more, perhaps, because he cannot now share them.

Cyclists and athletes in their training should not overlook the

EVILS OF WATER DRINKING,

which injures their mind and tends to increase their weight in an unhealthy manner. Alfred Badger, who, as a trainer and athlete, has been upon cinder tracks for over twenty years; is a living evidence of how little water one actually needs to drink; *he has not drank a drop of water in six years*, except in the form of tea, that and ale being the only liquids he has consumed in that time; and to-day, though an old man, causes many of the youngsters to follow him in a ten-mile run.

The tandem fever now rages throughout the land. Probably the best and most used forms of these machines are those of the Humber type. An unfortunate and unpleasant feature of these, especially the ones fitted with a double-levered brake, is the danger the front rider experiences when coasting, of having his or her

SPINAL COLUMN FRACTURED

by the brake levers when leaning back going down hill. It may be all right for a lady, as the damsels of the present day are usually well protected from almost any external injury by the cuirass of whalebone they wear; but when the foremost rider happens to be of the firmer sex, all he can do is to shift his liver pad and chest protector round aft, or abide the consequences.

Cyclers are a wealthy class, or at least they are considered so at any rate, and in consequence are at all times having some new scheme proposed to relieve them of their burdensome wealth. The latest of these is a

CYCLING CRUISING CLUB.

It is proposed during the next summer to charter a large yacht, and equip her for a two weeks' cruise, among the various seaside resorts from Cape May to Bar Harbor. The promoters declare that they will do this under $50.00 per man, and furnish everything first-class. It isn't a bad idea, though.

I have just come from Central Park, and have been making a study of cycling as seen there. To-day is Saturday, and the band plays on the west drive; it is also a half holiday, hence I suppose that more than the usual number of cyclers were out. How many do you think I counted between half-past three and six o'clock? *Just thirty-two!* Of these six were Citizens, seven Harlems, and 4 Ixions, leaving a balance of fifteen to the great unwashed, whose only insignia is

THE PIE PLATE BADGE,

called a "park badge." Conclusion, number one: Either club men *don't* ride, or else the *majority* of riders are *not* members of clubs. One wore a full beard, six had moustaches, fifteen had attempts at either a moustache or "fire escape" whiskers, and ten were smooth faced. Conclusion number two: That any patent medicine man who has a patent elixir for forcing beard on a smooth face on short notice, will make a fortune if he will only advertise the fact in the wheel press. Twenty-seven rode vertical forked wheels, one rode a J. and G. Safety; one, a Star; two, trikes; two, a tandem. Conclusion, number three: That safeties and three-wheelers are not sought after in Gotham. Fourteen rode wheels too large for them; one, too small; and seventeen, just about right size. Conclusion, number four: That riders are beginning to see the fallacy of riding wheels too large for them. Chief Consul George R. Bidwell and Capt. Thomas Smith, of the Citizens' Club, shared equally the honors of being the two handsomest men; while it was

GO-AS-YOU-PLEASE

with all the balance for who was the homeliest. Conclusion, number five: That cyclists are not a very handsome set of beings. On only *one* thing did *all* the thirty-two agree, and that was that they were "mashers" from way back, and it did not speak much for the female portion of our population to say that the cyclists, handsome or homely, got there just the same. Egan.

Tennessee.

To the Memphis Wheelmen: — The editor has promised me that he would send a sample copy of the World, to all who were not subscribers, to show you that he has a correspondent in your city, to give some news items of interest to you. Now, I want to give you a little advice, — subscribe for the World at once.

Dear World. — I want to whisper something in your ear. It is simply this, and nothing more. You are so far ahead in the race, that you can take it easy, and still you won't be fined for loafing (*à la* A. C. U. rules). You don't even need to spurt on the home stretch to come in an easy winner. In other words, you are the best cycling paper extant.

To quote the numerous remarks, made on your enterprise in getting out an extra, with report of the Springfield races, would require too much space except to say, "bully for the World."

A friend of mine, a few days since, was talking of cycling in general, and cycling papers in particular, and remarked that he wanted to know

WHO SAID

The World did n't have the lead.
That it did n't intend to keep it.
That it was n't a paying institution.
That it was n't liked by the Memphis wheelmen.
That it did n't have the best list of correspondents.
That it did n't give all the latest news first.
That what it said was n't to be relied on.
That it was n't a thorn in the side of a few.

I SAY

The World has got the lead, and that she intends to keep it.
That she's a daisy, and I don't care who knows it.

By the way Mr. Editor, I must beg a thousand pardons. Have n't been giving you any news, all I have said is as old as a first-class chestnut, and it's a wonder somebody has n't rung that infernal bell on me.

Work has been begun on the track of the Memphis Cycling Club, and I trust that the club will get in a good track this time. They have an assurance of keeping it two or three years at least.

One of our dailies last week had a long leader on street paving, and I think before long we will get the city officials interested, and they will begin work in earnest.

We have no room to complain, as pike roads are being laid all the time, and in the course of a year or so, we won't be ashamed to show our roads to any of you Easterners.

The club is getting on swimmingly, and the president predicts an enthusiastic, if not a large club by spring.

Club rooms have not been fitted up yet, but they hope to do so in a very short while. Southerner.

Memphis, Tenn., 30 September, 1886.

St. Louis.

This is a fair week, and the wheelman who strives to cut his way through the streets a-wheel is having a hard time of it. The carnival season is about over, and with the exception of a few long club runs, the cycling season also. The boys are still talking over the parade, and it will certainly be made an annual feature hereafter. It proved quite a persuader in the way of swelling the ranks, tricycles especially being in demand.

The Ramblers are beginning to talk club house again, and probably will decide upon three or four well furnished rooms centrally located. The Missouris are rolling in luxury in this respect, and their associate membership now contains many of the best men in the city, and is still increasing.

The Missouri Club is doing some tall riding. A. T. Stevens reeled off a record of 1052 miles in September, beating that of Captain Brewster, 1021 miles. The wealthy firm of Deere, Mansur & Co., with whom Mr. Stevens is connected, have taken the New Rapid agency.

Messrs. Fisher and Wengel, of Fulton, Mo., left their native town last Sunday morning and reached this city on Tuesday afternoon, the distance being 150 miles and the roads very rough. The fact that they were unknown to the League or to wheelmen here indicates that there are a large number of cyclers scattered through the State.

As stated in the World, Percy Stone is in favor of spreading promateurism, believing that promateurs who have no desire to turn professionals should, for the good of racing, be supported by wheelmen at large. He claims that the enforcement of the present amateur rule discriminates in favor of a very few pure amateurs, and says he has received a number of invitations to race since his return.

The faculty of the *American Wheelman* for "taking things easy" until a day or two after press time is getting tiresome. It should either wake up or change its date of publication. Several months ago the late receipt of the official organ was the cause of much grumbling, and the *Wheelman* should take heed.

J. C. Higdon, of Kansas City, has the first Rover bicycle in the State, and, I believe, in the west. An Extraordinary Challenge is owned by Michael DeGuire, a fifty-year old citizen of Fredericktown, who is now in the city, being shown about by Professor Stone. Brevity.

"Daisie," in the *Cycle*, has produced a novelette, called "A Tandem Episode." Now, the cycling love story which has been pretty well "run into the ground," as the Americans would say, is yet, like that old, old, yet ever-new subject in every age, capable of original variations. Yet there is a something about Cupid on wheels which requires skilful handling, or the subject is apt to overstep that one important stride from the sublime. In the present case it has been unable to restrain its pedestrian instincts. "Daisie" can write interesting and readable paragraphs; it is a pity she does not confine herself to literature in which she has considerable success. — *Violet Lorne in Bi. News.*

Opinions and News in Brief.

They are at it.

The hour record seems to have got a fearful hustling.

Twenty-One miles, five hundred and thirty-four yards within the hour. W. A. Rhodes, at Springfield, Mass., 8 October!

Twenty-One miles, 1149⅛ yards within the hour. W. A. Rowe, at Springfield, Mass., 12 October!

The initials of these gentlemen are significant, W. A. R. War on records.

We are in receipt of a splendid photographic group by Chauncey L. Moore, Springfield, of Morgan, Woodside and Frazier, "the American team" that will go to England next season and try for pots and fame.

Mlle. L. Armaindo returns East once more, and will be seen on the track at Lynn, to-morrow. The list of attractions to be offered at this track to-morrow, include record breaking to be attempted by Woodside, Crocker and Frazier.

"Cross-country" riding seems to be the latest fad in England. As we understand it, it consists of riding over the cross-roads and lanes instead of the better kept highways.

Bicycling News bewails the fact that the Ripley road is becoming deserted, an indication that the riding season is over. With us it is now at its height.

The old definition of an amateur as held in England was that he must be a "gentleman," *i. e.*, not a mechanic, artisan, or laborer. This arbitrary line of distinction has been abolished.

We hope to have welcomed W. B. Everett home from Europe by the time this paper goes to press.

Charlie Daniels, the Victor team trainer, says that cycle riders don't "punish themselves" enough. He thinks of entering the professional ranks next season, and then he will show the boys how to run themselves up to the top notch, if they want to win a race with him in it.

The hill coming towards Boston out of Newton Lower Falls has lately been graded, and is now easily ridable. Those who remember the old hill will bless the town road officials for the improvement.

Charlie Howard, in the *Globe*, insinuates that during our late outing we patronized the railroad more than is allowable for able-bodied cyclists. We think if Charlie had been with us in our trip up the Connecticut valley, and had to walk twenty out of the forty-two miles in one day, as we did, he would have cried "enough." And yet we had a glorious time.

Fred Russ Cook, the Pacific Slope amateur, is the latest convert to double blessedness. Mr. Cook has our sincere wishes for his future happiness.

F. Wood's anger against the Springfield

management is a trifle overstrained. Mr. Wood is one of the pleasantest and fairest cyclists we ever met, and we are a bit astonished at his stated ignorance of the A. C. U. rules that impose fines for loafing. Certainly he must have been misrepresented in the press.

THE "official organ" of the L. A. W. Racing Board breathes threats of retaliation on the promateurs because of their refusal to ride in races held under L A. W. rules. Keep still awhile, Mr. Chairman, don't let your dander rise. The promateur question will not bother you much longer, we think.

The National Cyclists Union Review and Official Record is the long name of the latest addition to the English cycling press. As its name would suggest, it is the organ of the N. C. U. We like the initial numbers very much indeed.

ALL Britain is seething over the question of Home Rule, and the Amateur question. On the first of these we express no opinion, but on the latter, we venture to predict that the abolition of the amateur rule as it now stands will not be an accomplished fact in conservative England yet awhile. That something will have to be done before next season to stop the force of promateurs (or professionals if you like,) masquerading as amateurs, goes without saying.

Bicycling News gives the lie direct to the Springfield *Union* in stating that "it is not generally known, perhaps, that the Springfield Bicycle Club never has dealings with the racing Englishmen themselves, whether professionals or amateurs, but simply negotiates with British cycle makers for the appearance of their best men, and these firms send such riders as they choose.

WE are sorry to note that the holding of race meetings and athletic sports is becoming popular and common in Ireland. We are rather astonished withall.

WE are very sorry to say that the Lynn Track Association is out of pocket quite a large sum. This is shameful, and almost convinces one that the public don't want cycle racing. It certainly tends to discourage enterprise on the part of associations and race-giving clubs.

THE Melrose Club will trip the light fantastic at the town hall to-night. Out-of-town wheelmen are expected to be on hand in force.

G. P. MILLS, the great road record breaker, seems insatiable. He is not satisfied with the ordinary bicycle and tricycle records, but is now going for the best times on all types of machines. His next effort will be on an "Ivel" safety (Rover pattern).

MRS. WELDON has been doing Wales, and making herself generally agreeable with the riders of that section. While there she met with a terrible fall, in which she damaged one of her "nether imbs" considerably.

GREAT heavens! has it come to pass that we must look on our E. C., of School street, as the organ of the wooden wheel tricycle "monopoly." We imagine our rotund friend with one hand on his waistcoat and the other stretched towards the azure, answering us in thunderous tones of "nevare"!! Nevertheless it hath a look that way.

'T IS said that friends of Ducker are sitting on the safety valve and hope to keep the steam from blowing off in the little affair he has with Dr. B. We would suggest to Ducker's friends that sitting on safety valves is not safe. They may find themselves lifted.

THIS is a conundrum which we cannot answer, will the A. C. U.? Rowe, a pure promateur, races Wood, a bad, wicked professional, for the world's championship and *a "pot"* of $200. Rowe wins and *takes the "pot" of money*. Now, under what class must Rowe be placed? Come A. C. U. speak up!!

WHEN we see Crist given fifteen yards with Rich and Foster at scratch, and Crocker given twenty-five yards more than Prince, we raise our hands in wonderment and admiration at the judgment shown. Yet this is a specimen of handicapping done at Roseville.

THE Milford Wheel Club will hold a grand promenade concert and ball 12 November. Brigham's orchestra, of Marlboro, Mass., will furnish the music. Wheelmen are invited.

The opening of the new track at Camden, N. J. has been postponed until 23 October. The change was found necessary on account of original date, 16 October, conflicting with several other events. Entries close 20 October, to W. S. Risley, 111 Market street, Camden, N. J.

BY winning the Dorchester road race the Victor adds one more to its long list of road victories.

A STREET sweeper on Dearborn street, Chicago, the other day, tried to stop a bicycle with his broom. He fetched down his game, but in falling the little wheel swung round and hit him a Sullivan whack on the ribs, sending him flying off his pins into the middle of the road.

PARADES still have an influence out West. Commenting on the illuminated parade lately held in St. Louis the *Spectator* says: "Acres of prejudice melted away before the crowd of frank, handsome, manly, and thoroughly well-behaved cyclists, and then and there many a foe to the wheel dropped his enmity, and vowed to fight "that blasted nuisance" no longer."

HUNTLEY'S ride is a tale of "*punishment*" to suit the most exacting on this score. Mr. H. says that before the next attempt he will place himself under the care of a competent trainer, and not eat everything his fancy craves. It is certain that if he follows this method his chance is good. He will ride over a 50-mile course next time.

"Its English, You Know."

A FAVORITE topic at the clubs just now is the newly discovered and apparently most necessary adjunct to modern well-to-do happiness, yclept a "house-boat." From information received it can be stated that a house-boat is a boat which is also a house, or a house which is also a boat, whichever way one chooses to put it. The house-boat has in itself no motive power, either of sails or steam; but the spaciousness, completeness and luxury of its below-deck accommodations more than compensates for the want of ability to move from place to place without outside assistance. The mission of the house-boat is to lie snug and secure at moorings in quiet waters, and to serve as a floating home, in which its owner or owners can enjoy the maximum of ease and comfort, without the drawbacks so often inseparable from cottage life ashore. To the family the house-boat would seem to offer a completeness of comfortable attractiveness, while to the yachtsman fond of sailing for its own sake, the ownership of a well-appointed house-boat lying snugly to one mooring, while his swift and able craft,—say of the "Shona" type—is riding at another mooring near by, should furnish a combination of desirable features not to be procured in any other way. Although the house-boat has long been a popular institution in England, it has not yet, in any proper sense, found its way to these shores, except a few on Lake Winnipiseogee. The introduction of this novel and pleasant mode of life is not, however, to be longer delayed, and as it appears to be in the hands of the same gentleman who some eight or nine years ago so successfully introduced the now all-pervading bicycle, and who in this new effort possibly hopes to atone for the same, it is not at all unlikely that the time is drawing near when the house-boat will become a picturesque feature in many a quiet nook of river, lake or harbor, and another desirable form be added to the semi-out-door possibilities of American domestic life." — *Transcript.*

We have read this with feelings approaching dismay. We lay at Papa Weston's door the charge of leading us into all sorts of uncontemplated expenditures, our first bicycle, our tricycle, the luxury of editing this paper, and even the existence of the paper itself, are all more or less of his doing, but we have stood it all so far without detriment, perhaps to our actual advantage.

But now this "house-boat!" Are our purse-strings to be again loosened? and is a house-boat the looming necessity of the future as the bicycle was some years ago?

When Papa speaks, all good cyclists obey. How much does a house-boat cost, anyhow?

WE call attention of dealers who are not already advertisers, to our special rates in DIRECTORY column. See advertisement.



RUDGE TELEPHONE MAN.

HELLO!

They tell me this is the pleasantest time of the year to ride, and that the

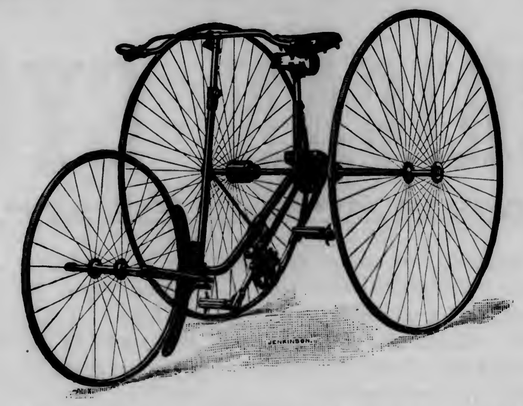
RUDGE

is the proper and most reliable mount. Please send me one at once. You know my size.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

RECORD BREAKING EXTRAORDINARY!

Without a pacemaker, and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., Sept. 24, for the fifty and one hundred mile records, under A. C. U. Rules. He did the fifty miles in

2 HOURS, 55 MINUTES and 46½ SECONDS,

beating George Weber's American records by over eleven minutes, and Golden's (English) record by over nine minutes. He did the one hundred miles in

6 HOURS, 43 MINUTES and 59 SECONDS,

knocking McCurdy's record over an hour. His mount was a 51-INCH AMERICAN CHAMPION, which is not a Light Roadster, but is constructed solely for road riding. Whittaker says it's the bearings.

YOU CANNOT GET AROUND IT!

The Fact Will Continue to Stare You in the Face!

THE

AMERICAN CYCLES

ARE THE BEST,

All things considered, and if you go carefully over the whole ground, you can but acknowledge it. Then, too, it will not stretch your pocket-book all out of shape to get one.

Don't buy an imported wheel, just because it is English.

Don't buy a wheel just because a prejudiced rider tells you it is the only wheel in the world.

***Consider the comparative superiority together with the cost, and we shall be satisfied, for we know then that your choice will fall upon one of the* AMERICAN CYCLES.**

GORMULLY & JEFFERY,

CHICAGO, ILL.

FIFTY PAGE ILLUSTRATED CATALOG (LAST EDITION) MAILED FREE.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Like the Rest of us, He is Mixed.

Editor Bicycling World: I am a recent convert to the sport of cycling, with which I am informed by my teacher you, as a publication, are associated, and in despair I come to you for information. Let me explain my position. I have during my life been associated (from the time I entered college in fact) with manly out-door sports of various kinds, and to yachting, shooting, horse racing, both on the flat and over hurdles, I have given some little attention and enthusiasm. Now in each of these sports I have competed with men of equal social position (which I may mention is a moderately good one) with my own, for *money stakes*.

Under the laws of the particular club or association which directed the match, be it sailing or racing, I have been moderately successful in all the sports which I have enumerated, and I have never heard the slightest murmer as to disgrace being attached to me for so doing. Indeed, at the present time I have the honor of being a member of some of the most exclusive clubs in the world,—clubs whose names are associated with wealth, culture, position, and sportsmen.

Now a man of my sporting constitution cannot take any half-hearted interest in the cycling sport with which, as I state, I have recently become acquainted.

Naturally, I have become interested in the laws which govern the sport, but I cannot understand their operation. I, *personally* having competed for money prizes. Under the amateur definition, so far as I can understand, must be relegated to the outside ranks of the cycling community which you call professionals, but I am given to understand that some considerable disgrace is associated with this term, that no properly constituted "gentleman amateur" can possibly associate with one of *my* class, cannot compete in a race with, will not admit me to membership in his national association, which, I believe, is called the *League*.

That in fact, I *am* not good enough to associate with a collection of individuals who, if they be fair representatives of our nation, cannot be remarkable for their social, intellectual, or pecuniary preeminence.

Now, Mr. Editor, will you come to my aid and shed a little light upon my darkness? Will you explain why it is that these extraordinary, these non-understanding rules should operate? Why is it that I should be barred from an association whose members (or at least a majority of them) cannot be within measurable distance, so far as position goes, with the members of other sporting institutions which gladly own me as one of their number?

It may be I am thick-headed, but it does seem a little nonsensical to me, and only my recently born love of the wheel induces me to trouble you with these queries.

There is still another class called promateurs, but I am too utterly fogged in my own case to attempt a solution of their position. From all I can gather, they are what in cricket would be called "ground men"; in yachting, "sailing masters"; in the pigskin, jockeys. Will you explain? Thanking you, in anticipation,

I am, yours faithfully,
O. M. CARDINAL.

New York Bicycle Club Long Distance Record.

Editor Bicycling World:—Among the staid old clubs which have grown beyond the frivolities of racing and record breaking, has for some years been classed the New York Bicycle Club; but this year we have been stirred up to a competion for the best place in 1886, either in covering total miles during the year, or longest in a single day. The latter has been the most envied prize, and up to last Sunday lay between two members at between seventy and seventy-five miles; but on Sunday the first lieutenant, Mr. J. O. Jimenis, took the matter in hand, and definitely settled the question by coverninety-two miles by daylight. This may not seem much to Bostonians, who do their scorching on smooth, flat roads, but any of you who have been over the road to Tarrytown from New York, three miles of which, near Kingsbridge, is now in vile condition, will appreciate that a record over such a course counts for at least half again as much as one on a level gravel track. As will be seen by the following table of distances, there was no selecting short circuits, and no night riding, so we feel rather proud of our man's achievement.

New York (58th street and Eighth avenue) at 5.50 A. M. to Yonkers and return, at 8.40 A. M.....27 m.
59th street to 110th street and return, twice; 10.30 A. M. to 11.30 A. M. 10 "
59th street at 11.30 A. M. to Tarrytown, at 2.20 P. M.....25 "
Tarrytown at 3 P. M. to 60th street at 6 P. M.....25 "
60th street to 110th street, and return, 6 P. M. to 6.38..... 5 "

Total.....92 m.

Time on road 12.48; stops 2.59; riding time, 9.49.

Yours truly,
EDW. J. SHRIVER.

THE WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

All Sorts and Clippings.

THE VICTOR.

I HAVE noticed in the papers,
Some one known as "L. H. P.,"
Who inclines to writing verses;
About cycles writeth he.

First of all he was uncertain,
Which wheel was the best to ride;
Six months later he asserted,
That the Rudge was then his pride.

Then in Aaron's private paper,
Where no wheel can print its name,
Lest connection with "his highness,"
Should assure it undue fame,

Were four stanzas, singing praises
Of the Humber, Beeston, Notts;
Which the graceful, unknown writer,
Said from others "knocked the spots."

Then the former of our authors,
Sought to show his fervid zeal,
By more verses, widely copied,
Claiming Rudge to be *the* wheel.

This aroused the bitter rancor,
Of the Beeston Humber's friend;
He a parody attempted,
With a lame and halting end.

Destitute of rhyme and rhythm,
Noted more for force than wit:
And his name he boldly added,
Bruce, J. P.—will just here fit.

Now, the motives of these authors,
Were indeed both just and right;
But their claims are fallacious,
To bear holding to the light.

Those who praise the wheel they 've ridden,
Always know they like it well;
But in very many cases,
They can naught of others tell.

Testimony oft is useless,
And opinion little worth,
For the lack of broader knowledge
Often serves but to rouse mirth.

But one wheel is in the market,
Which all others doth excell;
And the best and wisest riders,
Loudest of its praises tell.

'T is the firmest and most rigid,
Not "the lightest"—but as light
As a staunch and steady roadster
Can be built, and still be right.

It will climb the steepest mountain,
It will coast the swiftest down;
It is easiest in running
In long rides from town to town.

It is fastest in the road race,
It is easy on the track;
It will spurt with many racers;
No essential does it lack.

In no wheel is combination,
Of so many merits found;
Therefore is the best of cycles,
As the VICTOR fitly crowned.

OMEGA.

HENDEE is still a minor, just having passed his 20th birthday, and a good strapping infant he is.

THE unequalled success of Singer's Straight Steerer is well deserved. The

four bearing axle, the general rigidity, lightness, and ease of running are appreciated by old riders.

KNAPP has gone into the bicycle business, and is now a partner in the Denver Wheel Company.

A MORE disgusted man than Hollingsworth was not to be found in all the State of Massachusetts, after the Boston Club road race.

THE Boston Club are to revive the popular feature of "chop right" during the coming winter.

THE stupid man continues to take headers, but the wise man purchaseth a Foote's anti-header, and thus avoids the ceremony of tasting the earth and barking his nose. Be thou wise.

OFFICE boy (to editor): "There 's a man outside who says he wants to pay some money." Editor: "Did he give his name?" Office boy: "No, sir." Editor: "Well, you find out his name and all about him, and what he wants to pay money for, and then come and tell me before you let him in. In the glorious field of journalism, my boy, the prudent man will always be found on the safe side. — *N. Y. Herald.*

FOR neatness, durability, stock, and workmanship the King of the Road Lamp stands unrivalled. Stoddard, Lovering & Co., 152 Congress street, Boston, the sole U. S. agents, will be pleased to send you an illustrated catalogue.

'T IS said that in view of the brilliant success on the track, attained by the "Australian champion," Langdown, he has been kindly allowed by the Springfield Club to pay his own expenses.

IF you are in need of anything in the sundry line for your bicycle or tricycle, you will do well to send to Stoddard, Lovering & Co., 152 Congress street, Boston, and procure one of their large illustrated catalogues before ordering.

SOMEBODY who hides himself under the signature of "The Owl!" calls George M. Hendee the Charley Courtney of bicycle racing. Hendee is sensitive, but he never yet deliberately "flunked" out of a race. He rides it out even though he is defeated. The above characterization is entirely unjust and uncalled for. The anonymous writer in the *Wheel* seems possessed of the cowardice with which he charges Hendee. — *Springfield Union.*

THE photographic craze is on the increase, and soon we expect to look on wheelmen without a camera, as a *rara avis.*

WE hear rumors of a new cycling paper being started to be issued monthly. We desire to drop as a *hint* only, that we go armed, and when we find the projector and identify him *sure*, we propose —— Well, we are a dead shot.

WE have been riding a Columbia safety, through the courtesy of the Pope Manufacturing Company. We like the "dwarf" immensely. The adjustment was a bit too long for our legs, but it is very smooth and easy in running.

WHEN the fog was so thick on the Lynn track that the racers could not be seen across the park, some one was heard to remark, "Now Wood has got the kind of a climate he is used to in London. See him go." The Englishman went to his tent. — *Boston Globe.*

THIS is the way the *Union* explains how the professionals live: Wood and Woodside are salaried; James has a private income, Prince and Eck have scooped lots in giving six days races and exhibitions, Neilson has a backer who "puts up" on the genial Bob, Frazier and Crocker are paid, Morgan has a side show in the shape of an interest in a theatrical agency West, and Merrill runs a bicycle shop.

F. T. MERRILL has been sojourning in Portland, Me., for a time. He reports that this city possesses as fine a one-mile track for cycling as can be found in the country, he says that it is far better than Hartford.

A NEW wonder is not often recorded, but those who write to Hallett & Co., Portland, Me., will learn of a genuine one. You can earn from five to twenty-five dollars and upwards a day. You can do the work and live at home, wherever you are located. Full particulars will be sent you free. Some have earned over fifty dollars in a day. Capital not needed. You are started business free. Both sexes. All ages. Immense profits sure for those who start at once. Your first act should be to write for particulars.

THE Maine State Division L. A. W., had a jamboree last week. Some thirty members participated in a run and dinner. The usual routine business was not forgotten, however.

READ the *American Wheelman*: fresh, crisp, and entertaining. Send for sample copy to St. Louis, Mo.

AN exchange states as a startling discovery that dogs are down on bicycles. We think we have heard some one make a similar remark somewhere. At any rate, it has a familiar sound.

A STRANGE TURN-OUT. — A Mr. F. Freeman writes to *Bicycling News*: "I observed a curious sight at Kingston, last Saturday afternoon. It was a tandem tricycle, nickel-plated all over, including spokes and felloes, and without a spot of mud or tarnish. On the front seat sat an elderly gentleman, with top hat, black velvet coat, and black and white check trousers, very serious and stately looking; behind, on the other seat was a page boy, attired in a top hat, snuff-colored livery suit, and round his waist a broad leathern belt. His demeanor was as serious as that of his master. The boy's right knee seemed to be out of joint, caused, apparently, by working hard on his tricycle."

THE Wakefield Bi. Club will hold the ten-mile road race to-morrow. It is for the club championship. Two prizes will be given, a gold and silver medal. The event will be celebrated in the evening, and the victor filled up with good things.

THE "Merrill" that was so badly beaten in the six-day bicycle race at Troy, N. Y., last week, was not Fred T. Merrill, of the Pacific Coast, and neither was the man's name Merrill, so we are told.

LAST week we demonstrated the practicability of touring with a photographic outfit on a bicycle over some of the hardest roads in the country.

Wheeling commends the A. C. U. rule imposing fines for loafing. Fred Wood, on the other hand, kicketh thereat.

THE new badge of the C. T. C. is the nine-days' wonder in England Especially is it funny when we consider that ever since 1884 have Messrs. Tanner, Hills, and Phillips, been laboring over an original design, and this is the result!

WHY not have a twenty-one miles race between Hendee and Rowe; time limit, one hour; a mile race, time limit 2.34; a five mile race, time limit 13.40; a ten mile, 27.30. These are all below what Rowe has done the distances in. We don't know that this is quite practical, but we should be willing to travel a distance to see a series of races under these conditions. Then Lynn could have two of the above and Springfield the other two events.

HAVE we in the East no rights or sensibilities that the barbarian Westerners respect? They belittle our cherished Corey Hill, New York steals away our dainty John L., and now St. Louis claims that Boston can no longer be called the exclusive home of "culchaw," as they have a "coterie" that rivals our beanfed brain workers.

IT is stated that the Beeston-Humber firm have, in the person of young Illston, a man who can "smother" Furnivall's record of 2.30, but they don't propose to bring him out till some one else does the mile better than that. They do say that Illston can cover the mile in 2.26⅕, and really has done it.

THE Rev. Charles Charropin of St. Louis has been experimenting very successfully with bromide paper for negatives. These negatives are very small, not longer than a thumb-nail. From this they are enlarged to any size required.

IN the summing up of winning mounts by the several English cracks, Furnivall heads the list with 18 firsts, then comes Fenlon with 15. Hall and Lewis each with 12. Fenlon has taken the greatest number of prizes, that is, 31 in all, then Hale with 26, Lewis with 23, and Furnivall 22. The latter was second in four races too Allard, Wareham, Speechly, and Evans, the latter a handicap race.

FIRST street urchin — "Get on to the spuds, Tommy." Second ditto — "An' what 's spuds, Mickey?" Second ditto — "Don't you know that, Tommy? Wy, spuds is half masher, half dude, an' the balance collar an' cane. Get on the two uv 'em stan'in' on the theaytre steps."

Some "spuds" ride bicycles. — *American Sportsman.*

LOUISE ARMAINDO and Morgan propose to go for the five miles tandem record and the twenty-four-hour tandem record at Lynn. The first will be attempted next Saturday, and they will start on Monday morning to try for the latter.

IT looks as if there would be several cycling camps next season. At all events New York is heading that way, and Massachusetts is discussing a site. Whatever place is fixed upon, good roads should be one of the first considerations. A cyclists camp without opportunities for riding, would be an anomaly.

WE know Chief Consul Hayes is bound that Massachusetts shall have a road book. It is said that he has gone to Philadelphia to get points. Now brother Aaron, see that you return our chief consul safe and sound.

The Hour Record.

LAST Friday we had the pleasure of seeing W. A. Rhodes of the Victor team, perform the wonderful feat of riding 21 miles 540 yards within the hour, on the Springfield track. All the conditions were favorable to fast time. The track was perfect, and the air warm and still. Indeed, during the last half of the trial there was scarcely a breath stirring. Rhodes rode in fine form, and it was amusing to hear him hurry his pacemakers along, He did not need coaxing a bit. We give below the summary:

Bicycle.	Time.	Distance.	Rhodes.
Furnivall	2.30	1	2.48
Rhodes	5.19	2	5.38 4-5
Rhodes	8.01 1-5	3	8.33 1-5
Rhodes	10.48 4-5	4	11.19 1 5
Rhodes	13.30	5	14.11 1-5
Rowe	16.47	6	16.57 2-5
Rowe	19.38	7	19.48 3-5
Rowe	22.24 2-5	8	22.37 1-5
Rowe	25.18 2-5	9	25.28 2-5
Rowe	28.03 2-5	10	28.17 2-5
Rowe	31.37 1-5	11	31.11
Rowe	34.32 3-5	12	33.57 1-5
Rowe	37.24 3-5	13	36.52
Rowe	40.25	14	39.38 3-5
Rowe	43.26 1-5	15	42.29 2-5
Rowe	46.29 2-5	16	45.14 1-5
Rowe	49.25	17	48.03 4-5
Rowe	52.25 1-5	18	50.53 2-5
Rowe	55.22 2-5	19	53.38 1-5
Rowe	58.20	20	56.28 2-5
Fenlon	1.02.27 3-5	21	59.12 2-5

Within the hour, Rowe, 20¼ miles, 132 yards, 4 inches; Rhodes, 21 miles 534 yards; Fenlon, 20 miles 380 yards.

Fastest mile, 21st, 2.44; slowest, 3d, 2.55⅞.

The following acted as officials: Referee, Howard P. Merrill; judges, C. W. Fourdrinier, W. A. Rowe, E. M. Wilkins; timers, C. E. Whipple, A. L. Atkins, H. S. Cornish; scorer, E. M. Wilkins; starter, Fred F. Dewey.

[Since the above was written we have to give a new set of records for this time made by Rowe. — ED.]

Rowe at the Records.

CHAMPION ROWE could not rest under the knowledge that his hour's record had been taken from him, and so on Tuesday he essayed to take back that taken from him by Rhodes last Friday. The day did not promise much as a record day, but before he had been running long the wind died out entirely. The records taken as below are all world's records from six miles to finish.

Miles.	M. S.	Miles.	M. S.
1	2.40 2-5	12	33.09
2	5.28 4-5	13	35 54 2-5
3	8.11	14	38.43 4-5
4	10.57 2-5	15	41.32 1-5
5	13.42 1-5	16	44.25
6*	16.31 1-5	17	47.12 1-5
7	19.16	18	50
8	22.04 1-5	19	52.47 7-5
9	24.48	20	55.36
10	27.37 1-5	21	58.19 2-5
11	30.22 4-5		

*World's record from this on to finish.

Within the hour, 21 miles 1149⅛ yards. This beats Rhodes's record by about 615 yards. This brings the record 610 yards short of 22 miles. Will it be done this season?

The officials were: Referee, Howard P. Merrill; judge, Henry Goodman, of Hartford; timers, C. E. Whipple, C. H. Parsons, George E. Robinson; scorer, Howard P. Merrill; starter, A. L. Atkins.

Again He Tries.

IT will be observed that in the above run Rowe failed to get the two to five-mile record held by Rhodes, and so Wednesday he started to cover same. He failed to get the three miles record, but succeeded otherwise, see summary. Rowe failed to get the three-mile record, being just one second behind Rhodes' record of 8.1⅛.

Rowe's times — One mile, 2.37⅕; two miles, 5.14; three miles, 8.2⅛; four miles, 10.45; five miles, 13.27⅞, cutting Rhodes' record of 13.30. two and two fifths seconds. The officials were: Referee and scorer, Howard P. Merrill; judges. E. M. Wilkins, J. W. Drown, W. H. Jordan; timers, C. E. Whipple, G. E. Robinson, C. T. Shean: starter, A. L. Atkins.

The 100-Miles Record.

F. F. IVES, of the Victor team, made a plucky attempt to capture the world's records for 100 miles, on the track last Saturday. From twenty-two miles up to sixty-eight miles inclusive, he succeeded. From sixty-nine miles to one hundred miles he got the American records as follows: —

WORLD'S RECORDS,

22	1.05.17	46	2.10.56 1-5
23	1.08.31	47	2.33.23
24	1.11.31 1-5	48	2.26.44 2-5
25	1.14.23 1-5	49	2.30.14 2-5
26	1.17.19	50	2.33.54
27	1.20.16 1-5	51	2.46.01 1-5
28	1.23.13 1-5	52	2.49.42 3-5
29	1.26.11 3-5	53	2.53.17 1-5
30	1.29.07 4-5	54	2.56.50
31	1.32.05 3-5	55	3.00.14
32	1.35.03 2-5	56	3.03.38
33	1.38.01 1-5	57	3.06.59 3-5
34	1.41.00	58	3.10.26
35	1.44.05 4-5	59	3.13.54 3-5
36	1.47.18 1-5	60	3.17.20
37	1.50.34 4-5	61	3.20.55
38	1.53.47 2-5	62	3.24.42 3-5
39	1.57.01	63	3.28.11 3-5
40	2.00.17 2-5	64	3.32.14
41	2.03.30 3-5	65	3.36.02
42	2.06.48	66	3.39.49
43	2.10.04	67	3.43.59 1-5
44	2.13.25 4-5	68	3.48.37
45	2.16.42 2-5		

AMERICAN RECORDS.

69	4.02.38	85	5.02.45
70	4.08.31 3-5	86	5.06.42 1-2
71	4.13.27	87	5.10.38 3-4
72	4.17.46 2-5	88	5.14.53 1-2
73	4.20.37 2-5	89	5.18.59 1-4
74	4.24.20	90	5.22.10
75	4.27.53	91	5.26.33
76	4.31.25 4-5	92	5.30.40 3-4
77	4.34.57	93	5.34.03
78	4.38.50 3-5	94	5.37.42
79	4.42.20	95	5.41.36
80	4.45.39	96	5 45.13 1-4
81	4.48.32 1-5	97	5.53.48
82	4.51.58.2-5	98	5.57.47
83	4.55.22	99	6.00.37
84	4.59.03	100	6.03.45 3-5

The day was *perfect*, still and warm, it could not have been better. Pace was made by Rowe, Rhodes, Harradon, and Illston. As some trouble with the watches was experienced after the seventy-five miles the intermediate times will have to be verified by the A. C. U. The total time is, however, undoubtedly correct.

The officials were: Referee, Howard P. Merrill; judges, Asa Wendell, A. O. Sinclair, Mr. Peet; timers, Fred R. Brown, Charles P. Adams, William Beloch; scorer, Howard P. Merrill; starter, John Illston.

Dorchester Bicycle Club Road Races. — A Record Taken.

THIS club held their second annual road race meet last Saturday. A great many headers were taken, and Doane took a record in the fifteen miles race. Some confusion existed in the minds of the spectators as to who was who, what race was on just then, and who it was that won. This was largely owing to the absence of programmes. However, the cyclist was not so badly mixed as the outside crowd. The first event was the fifteen miles road race, and it was started at about 2.30. The competitors were: William Emerson, Dorchester; Arthur Benson, Quincy; W. S. Doane, Dorchester; Willard Forbes, Jamaica Plain; G. R. Bates, Dorchester. Bates was permitted to make the pace for about a quarter of a mile, and then "Doany" went to the front, and kept there to the finish. Bates was making a good show for second till he took a tumble at the horse trough in Mattapan, and was out of the race. Mr. Simpson, who was making pace for Doane, took a fearful header, and for a time was senseless.

Doane finished the distance in 54m. 21⅛s., which will stand as record. W. Emerson came in second in 56m. ⅛s.

The one-mile race brought out J. W. Gough, F. W. Archer, F. E. Fowler, H. G. Huston, C. I Drake. Drake took the lead at first, got tired, and made way to Archer. who in turn became weary and let Fowler get ahead. This latter gentleman winning at his ease in 3.29. Huston took a bad header.

The six-mile club race had for starters, Emerson, Bates, Swan, Shellenback, and Gould. Emerson, Bates, and Swan had it at the word go, and the finish resulted in giving Bates (1), Swan (2), Gould (3); time of Bates, 22.26.

The three miles club race brought out Forbes, Fowler, Emerson, and Benson. The latter won easily in 10.37⅘; Emerson (2), and Forbes (3).

The officials were: Referee, A. D. Peck; judges W. G. Kendall, W. S. Atwell; starter, Mr. A. V. Walburg; timers, J. E. Savell, H. Walters.

Huntley Fails

W. H. HUNTLEY started Monday morning to break the twenty-four hour bicycle record. At 8.15 Tuesday morning he had stopped, having covered two hundred and sixty-five miles. Huntley's trouble seems to be his stomach. He was attacked with his old complaint of nausea, and on the nineteenth round actually fell from his machine through sheer faintness. He could take no solid food during the trial, and his only sustenance was milk and eggs. Notwithstanding his double failure, he is determined to try again, believing in the saying that there is luck in the number three.

Twenty-Four Hour Road Race.

A twenty-four hour road race, under the auspices of the Boston Club, is an event talked of for next month during full moon.

RACING NEWS.

THE new Exposition Building built and completed at a cost of three hundred thousand dollars, last Spring, at Minneapolis, Minn., has been engaged for bicycle races and legitimate athletic sports for the coming winter, by W. M. Woodside, W. J. Morgan, and Geo. P. Coleman, a wealthy contractor of Minneapolis. The first venture will be a six-day, twelve hour per day championship of the world, bicycle contest. The riders will be given fifty per cent gross receipts, and the race will take place either the first or second week in November. The contract with the Exposition people was signed 6 October, and W. J. Morgan will leave for Minneapolis as soon as the Lynn engagement is over, in order to boom and make all necessary arrangement, for the first contest. John S. Prince, W. J. Morgan, W. M. Woodside, Albert Schock, Charles Frazier, and all the best long-distance men will enter all the six day contests.

THE six day eight hour per day bicycle contest, closed at Troy, N. Y., 9 October, in the presence of a large enthusiastic crowd, estimated at four thousand. The track was a rather poor twelve lap, one with raised corners. The scores of the leaders stood as follows: W. J. Morgan, 527 miles, Mlle. Louise Armaindo, 526; W. M. Woodside, 504; T. W. Eck, 472; J. Merrill, 400; W. Bouve, 200. Mlle. Armaindo rode 97 miles the first eight hours without a single dismount. The race created much interest.

W. M. WOODSIDE estimates his wealth in this country at $10,000, invested principally in real estate at Wahbuton, Minn., consisting of some dozen city lots. Besides that, he has a very snug bank account. He is not married.

FRED WOOD and "Bob" James turned up unexpectedly at Troy, Saturday night last, to see the finish of the six day race. The manager of the building announced the fact that Wood was present, and the Troy Bicycle Club who were present in strong force, with the Albany boys, made a vigorous demand for Wood to appear, which he did, mounted on H. S. Kavanaugh's Humber Roadster, clad in a pair of Mlle Armaindo's mouse-colored tights, and Kavanaugh's shirt. He was loudly applauded as he slipped on a corner and rolled on to the floor.

ONE of our contemporaries says there will be no "big money" in future cycle tournaments, because they must depend upon local support. It is very true that wheelmen need no longer travel great distances to see good races, but even in the palmiest days of Springfield the gate receipts were not materially helped by visiting cyclers. In fact, the year that Springfield suffered big losses was when out-of-town wheelmen came in the greatest numbers.

LYNN 9 Oct.—Races of League Essex County Wheelmen. Barely two-hundred spectators passed the gates to witness these races, therefore the meet cannot be scored as a financial success. Below we give summary.

The first race was a three-mile bicycle handicap, and the following were the starters: D. Edgar Hunter, of Salem, scratch; J. How Shurman, Lynn, 175 yards; Charles W. Ware, Marblehead, 100 yards; and Henry McBrien, Lynn; F. N. Burnett, Lynn; E. A. Packard; Lynn; and E. J. Nightingale, Danvers, 200 yards each.

Hunter caught the leaders in the second lap of the third mile and came home a winner in 8.35 C. W. Ware (2).

One-mile tricycle race was declared off, as only one man came to the tape. J. T. Williams who started to try for the one-mile record, but only succeeded in doing the distance in 2.55⅘.

The last was a one-mile bicycle tug-of-war, the Peabody Cycle Club and the Lynn Cycle Club. The entries were McBrown, Wiswell, and Barnett for the Lynns, and Ware, Hunter, and Lloyd for the Peabodys. The Peabodys won 34 points to 29 for Lynn.

Time, 2.52⅘.

The next race was a two-mile bicycle lap-race. The entries, J. H. Shurman, Lynn, P. J. Berlo, Boston, and W. H. Bondreau, Salem. Shurman took first lap and then took a header. Berlo went for the next two, and then Boudreau took the next three, and won the first prize.

Time, 6.04.

The fourth was one-mile bicycle for the League of Essex County wheelmen championship, for a silver cup. The entries were D. E. Hunter, of Salem, Charles W. Ware, of Marblehead. Hunter took this race as he liked in 3 01⅘.

The fifth race was a five-mile bicycle. The entries were P. J. Berlo, Boston, D. E. Hunter, Salem, W. H. Boudreau, Salem, and C. W. Ware, Marblehead. Things were taken easy for four miles and then Ware made a wild dash for first and made Hunter scurry to get over the tape first. C. W. Ware (2).

Time, 16.58.

PHILADELPHIA, PA., 9 Oct. — Nearly two thousand people attended the races held under the auspices of the association for the advancement of cycling, below we give summary:

One-mile Open., — Harry Schwarz, of Reading, Pa. (1); time, 2.59⅛; W. I. Wilhelm, of Reading (2).

One-mile for Novices, — J. S. Bretz, Philadelphia.

Championship of Century Wheelmen, One-mile, — F. H. Garrigues; time, 3.18⅗.

Championship of Norristown Club, One-mile, — H. Elmer Gammons; time, 3.10⅘.

Millville Club Championship, One-mile, — James B. Pearson; time, 3.13⅜.

Two-mile Open, — W. E. Crist, of Washington, D. C.; time, 5.56⅘.

Camden Wheelmen, One mile, — H. B. Weaver; time, 3.11⅛

Pennsylvania Bicycle Club, One-mile, — A. Shaeffer; time, 3.10⅘.

Championship of Philadelphia Bicycle Club, One-mile, — H. R. Lewis (1); time, 3 02⅘; Louis A. Hill (2); time, 3.02⅘.

Half-mile Open Race, — W. E. Crist. of Washington, D. C. (1); time, 1.23⅘; W. A. Wilhelm, of Reading (2); time, 1.23⅘.

One-mile Inter-Club Championship, — J. B. Pearson, of Millville; time, 3.01.

Consolation Race, One-mile, — Joseph Porter, of Camden; time, 3.20⅜.

DENVER, 1, 2, 3 October. Three days good racing, under the auspices of the Colorado Wheel Club. Good weather and a good track brought out a paying gate. We give summary.

1 OCTOBER.

One-mile Novice. — Austin Banks, first time, 3.09.

Half-mile Open. — F. Wurtzebach first; time, 1.30.

Two miles, 7 Minute Class, — Al. Platfoot first; time, 6.33.

Mile Heats (first heat). — Sid. Eastwood first; time, 2.50.

Half-mile, Boys. — George Kennedy first.

Half-mile, 1.40 Class, Heats. — O. J. Hosford, first; time, 1.23, 1.21.

Five miles, State Championship, Porteous Medal. — First heat, W. L. Van Horn first; time, 17.09¾.

Half-mile. Hands Off. — H. G. Kennedy first; time, 1.30⅞.

2 OCTOBER.

One-mile, 3.20 Class. — W. A. Marsh, Cheyenne, first; O. J. Hosford second; time, 2.53.

One-mile State Championship, Porteous Medal. — Second heat; Sid. Eastwood first; time, 2.42¾.

Half-mile Handicap. — George Price 5 seconds) first; time, 1.29.

Half-mile Open. — H. Petrie first; time, 1.25⅞.

One-mile, 3.10 Class. — O. J. Hosford first; time, 2.50½.

Mile Heats (second heat), — Sid. Eastwood first: time, 2.49.

Quarter-mile, 50 second Class. — Bert Kennedy first; time, 43¾ seconds.

Two miles, Lap. — J. Wood, Salt Lake, first; time, 6.39.

3 OCTOBER.

Five miles, Handicap. — W. A. Marsh, Cheyenne (5 seconds), first; time, 15.29.

One-mile Championship C. W. Club. — W. L. Van Horn first; time, 2.53.

Two miles, Handicap. — W. A. Marsh, Cheyenne (scratch), first; time, 6.17½.

Three miles, State Championship, Porteous Medal, Third Heat. — Walk over, Sid. Eastwood first; 10.01.

One-mile Handicap. — Bert Kennedy (5 seconds) first; time, 3 04¾.

Half-mile Handicap, Boys. — Walter Banks (10 seconds) first; time, 1.45.

Five miles Lap. — H. Petrie first; time, 16.08.

One-mile Consolation. — W. B. Felker, jr.. first; time, 3.09¾.

FOR SALE OR EXCHANGE

FOR SALE. — One 54-inch Rudge Light Roadster, excellent condition, with Columbia hub Lantern; price $120. EDWARD C. BROWN, Wellsville, N.Y.

TANDEM TRICYCLE. — Humber tricycle Traveller, in A1 condition; cost $250; will sell dirt cheap; biggest bargain offered this season. Send for particulars to E. M. JACKSON, Norwalk, Ct.

FOR SALE. — One 50-inch Victor bicycle, nearly new; great sacrifice. O. B. JACKSON, Norwalk, Ct.

DIRECTORY.

SPECIAL NOTICE

To Manufacturers, Dealers, Agents and Repairers.

We will insert your Name, Address and Business, as below, for

$5.00 a Year,

Without the paper included, and for

$5.75 a Year,

Including the WORLD for one year.

Regular Advertisers will of course have Name and Address inserted under this head

FREE.

Send in your Name and your Money to

BICYCLING WORLD CO.,

No. 179 TREMONT STREET.

BOSTON, MASS.

POPE MANUFACTURING COMPANY, "Columbias," 597 Washington street.

OVERMAN WHEEL COMPANY, "Victors," 182 Columbus avenue.

STODDARD, LOVERING & Co., "Rudge," 152 Congress street.

COVENTRY MACHINISTS COMPANY, 239 Columbus avenue.

W. B. EVERETT & Co., "Singer," 6 and 8 Berkely street.

W. W. STALL, "Star," 509 Tremont street.

WM. READ & SON, "Royal Mail," 107 Washington street.

J. A. R. UNDERWOOD, "Quadrant" and "Rover," Dorchester District.

MURRAY'S, "American cycles" and repairs, 100 Sudbury street.

STRICKLAND & PIERCE, bicycle shoes, 156 Summer street.

JOHN HARRIOT, medals, 433 Washington street.

C. H. CODMAN, photographic goods, 34 Bromfield street.

BLAIR CAMERA COMPANY, photographic goods, 471-477 Tremont street.

CYCLING PHOTO. COMPANY, "Celebrities," 176 Tremont street.

B. SCHULENKORF & SON, C. T. C. tailors, 1141 Washington street.

F. G. BURLEY, Burley saddle, Brighton District.

BUTMAN, second hand machines, 89 Court street.

BALTIMORE, IND.

SAMUEL T. CLARK & Co., "New Rapid," 4 Hanover street.

BEVERLY, MASS.

GEORGE CHINN, Essex County handbook, Beverly, Mass.

CHICAGO, ILL.

GORMULLY & JEFFERY, "American," 222 and 224 No. Franklin street.

LONDON, ENGLAND.

R. E. PHILLIPS, patents, 70 Chancery Lane, W. C.

MERIDEN, CONN.

GREENHILL MANUFACTURING Co., bicycle sundries, Meriden, Conn.

NEW YORK.

NEW YORK BELTING AND PACKING COMPANY, 15 Park Row.

HOME SCHOOL, exercises, 16 E. 14th street.

DAYTON, OHIO.

A. W. GUMP, bicycle sundries and second hand machines, Dayton, Ohio.

NEW HAVEN, CONN.

BICYCLE SUPPLY COMPANY, bicycle sundries, 32 South Front street.

NEWARK, N. J.

MCCOY & WILLIAMS, "Sparbrook," 24 and 26 Mechanics street.

PHILADELPHIA, PA.

H. B. HART, general dealer, 811 Arch street,

PEORIA, ILL.

GEO. W. ROUSE, bicycle sundries, 9 G street.

ROCKFORD, ILL.

F. LILLIBRIDGE, Lillibridge saddle, Rockford, Ill.

ROCHESTER, N. Y.

"PUNNETT," Jersey cloth breeches, Rochester, N. Y.

SMITHVILLE, N. J.

H. B. SMITH MACHINE COMPANY, Star, Smithville, Bur. County, N. J.

BOOKS AND PERIODICALS FOR CYCLISTS

☞ Read this List Carefully and Send in your Orders. ☜

SEND MONEY by American Express Co.'s Money Order, by Postal Note or Check. Direct and Mail all Checks, Orders or Notes to Bicycling World Co., 179 Tremont Street, Boston.

☞ NOTICE ☜

The Special Combination Offers we make below.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables — Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap — Toilet Requisites. Calmatives — Nervousness — Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Tricycling for Ladies. By Miss F. J. Erskine "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents This Publication and the WORLD for one year, $1.25.

Cortis on Training. By H. L. Cortis, M.D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 30 cents. This Publication and the WORLD for one year, $1.25

Guide to Bicycling. By Henry Sturmey. 160 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of Sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Centuns. Accessories. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

The Tricycle. By B. W. Richardson, M. D., F. R. S. A Collection of articles written by Dr. Richardson for the Magazine *Good Words*. Interesting and full of Hints. By mail, 50 cents. This Publication and the WORLD for one year, $1.35.

Safety Indispensable. By Henry Sturmey. A complete history of the Safety Bicycle, and pictures of all the leading makes, including many never seen in America. A complete analysis of the machine, with pictures of the parts and accessories. By mail, 30 cents. This Publication and the WORLD for one year, $1.25.

Tricyclists' Indispensable. By Henry Sturmey. The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices: By mail, 25 cents; at Office, 15 cents. This Publication and the WORLD for one year, $1.10.

The Bicycling News. Cartoon every week. Edited by Geo. Lacy Hillier and H. H. Griffin. Bright, Breezy, Newsy, Independent. $2.50 per annum, including postage. Sample for stamp.

The Cyclist. Edited by Henry Sturmey and C. W. Nairn. The Leading Paper of England. Has all the news, and makes a specialty of Practical Articles. $2.50 per annum, including postage. Sample for stamp.

Wheeling. Edited by N. McCandlish and F. Percy Low. One of the very best and most reliable Cycling Weeklies published. Always gets the news, always bright and always interesting. $2.00 a year. Send stamp for sample copy.

The Wheel World. The English Monthly. Beautifully Illustrated, and filled with bright Reading Matter, including Short and Serial Stories. The most delightful Illustrated Monthly published. $1.75 per year, including postage.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the WORLD for one year, $1.50.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the WORLD for one year, $1.10. We have a few of the first edition of the book which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the WORLD for one year, $1.25. This is value with a vengeance.

Club Songs. A Collection of Club Songs. By A. S. Hibbard, Arthur Young, and T. S. Miller. By mail, 25 cents.

A B C of Bicycling. A book for beginners, giving full instructions for Riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A Complete manual of Drill for Clubs. The best Work of the kind. By mail, 20 cents.

Lyra Bicyclica. By J. G. Dalton. A collection of Parodies and Poems, by the veteran Poet of the Wheel Bound in cloth. By mail, $1.00.

Our Bound Volumes. I to XII. A complete History of Cycling in America and England. Every Clubshould have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV. By mail, $2.00 each; the Set, $1.25 each.

World Binders. We furnish the Common Sense Binder for $1.00. It is the best Binder we can find, and is made especially for us. By mail, $1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the County, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This Publication and the WORLD for one year, $1.15.

My Cycling Log Book. By F. W. Weston, B. Bl. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Papa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

BICYCLING WORLD PUBLISHING CO.

179 Tremont St., Boston.

Cyclists' Road Book

OF BOSTON.

Price - 15 Cents.

BICYCLING WORLD CO. - - BOSTON.

NEW ROAD BOOK.

Just issued, Third Edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS., thoroughly revised and enlarged. All essential information for the wheelman and general tourist, concerning Objects of Interest, Hotels, Repair Places, Cycling Clubs, *Road Routes with Distances and Condition of Roads* to every place in the county and vicinity, etc. Also, sketch of the League of Essex County Wheelmen, and *the only complete catalogue of Wheel Literature ever published*, embracing all cycling periodicals published in the English language, and every book and paper connected with the sport, ever produced in America. *Price, 20 cents, by mail, post-paid. Old editions* (supply limited), *3 cents.*

BICYCLING WORLD CO.

179 Tremont Street.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

FOR SALE OR EXCHANGE

Advertisements under this head, FIVE CENTS a line.

TANDEM TRICYCLE (Humber), perfect order, all improvements; bargain. Correspondence solicited. N. Y. BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — One 42 inch Facile, good order, balls all around, $40; 52-inch Extraordinary Challenge, balls, $40; 52 and 54-inch nickelled Harvard, balls to both wheels; a snap, $45. CAPITAL CYCLE COMPANY, Washington, D. C.

FOR SALE. — One 54-inch Victor bicycle for sale cheap; in fine condition; write for particulars. Address W. T. OLMSTEAD, So. Norwalk, Conn.

FOR SALE. — One 52-inch Victor bicycle, in excellent condition. Address, O. H. ALLERTON JR., East End, Pittsburgh, Pa.

CLUB Tandem, nearly new, will be sold cheap for cash. THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

SEND for list of new and second-hand bicycles and tricycles, to THE COVENTRY MACHINISTS' COMPANY, LD., 239 Columbus avenue, Boston.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice..... $90 00
1 54 " " " three times..... 90 00
1 55 " " " never used..... 90 00
$7 " " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SEE HERE. — Don't spend your money for a second-hand bicycle. We can sell you a *brand new Roadster* or *Light Roadster* for less money. This is a fact. Write for list, and state size desired. S. T. CLARK & CO., Baltimore, Md.

If, however, you do want a second-hand machine, send to us. We have a list of machines whose owners want to sell cheap, in order to buy New Rapids. State size desired.



SAFE, PRACTICAL AND FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

IF YOU ARE INTERESTED IN

The Kennel, Trap and Field Shooting, Bicycling, Angling, Archery, and all Out-door Sports in General,

YOU SHOULD READ

The AMERICAN SPORTSMAN,

The Gentlemen's Weekly Journal of Reputable Pastimes.

SUBSCRIPTION PRICE, $2.00 A YEAR.

ADDRESS,

The AMERICAN SPORTSMAN CO.

CINCINNATI, OHIO.

HUSTON ST. JOHN - - - Manager.

THE BOSCOBEL, LYNN.

First-Class in Every Respect.

Cyclists will Receive the Best of Attention.

DINNER, 75 Cents.

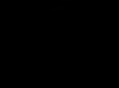


Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

LOOK AT OUR List of Publications

— AND —

SPECIAL TERMS FOR SAME.

LIGHT ROADSTERS

are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.

We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

YOU WILL BE SURPRISED!

SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS

All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.

S. T. CLARK & CO. Baltimore, Md

ONLY $4.00 ONLY $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNNETT, Merchant Tailor,
Rochester, N. Y.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.**, Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.

[redacted] HOLDFAST TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H. B. HART, 811 ARCH ST. PHILA.=

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

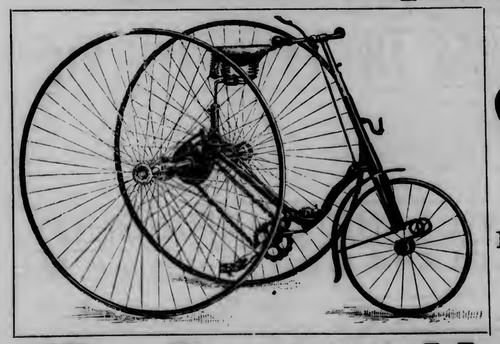
J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



MR. WOBBLE'S TRIP (Illustrated),

"Around the World on a Bicycle."

Commenced in SIFTINGS July 3. To be continued every week. SIFTINGS for sale by all newsdealers.

FOOTE'S ANTI-HEADER.

Philadelphia, July 28, 1886.

OVERMAN WHEEL CO.,
Boston, Mass.

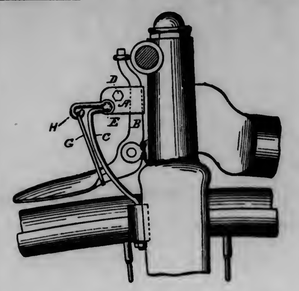
Gentlemen:

Early in the month you were so good as to send me one of "Foote's Anti-Headers" for my own personal use. This I have now used for a sufficient length of time to enable me to judge of its merits, and I now take pleasure in testifying to the fact that it has saved me from headers. It does what is promised for it.

I would not, thus, for the first time, break a resolution not to give testimonials while holding an office under the L. A. W., were it not for the fact that I believe it to be a device that merits attention from all whose riding is not of an infallible nature.

Sincerely yours,

E. M. AARON.



Attached to any Modern Bicycle in Two Minutes.

Prevents Nine-Tenths of the Headers.

Steadies the Bicycle. Makes Pedal Mount Easy.

POST **$1.50** PAID.

Overman Wheel Co.

BOSTON.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Winter Street,) Room 34, Boston, Mass.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25; heavy rolled gold, $2.00 each; post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

RECORDS ON THE COLUMBIA.

FIRST DAY.

SPRINGFIELD, OCTOBER 12.

GREATEST DISTANCE EVER MADE WITHIN THE HOUR.

21 Miles, 1,149⅓ Yards.

ROWE REDUCING THE RECORDS.

The World's Champion Bicycle Rider Makes New Scores at Springfield.

[Special Despatch to the Boston Herald.]

SPRINGFIELD, Oct. 12, 1886. William A. Rowe, the world's champion bicycle rider, took his turn at record breaking on the Hampden Park track this afternoon, and accomplished a ride of 21 miles and 1149½ yards within the hour, thus breaking the record of 21 miles and 534 yards, made by W. A. Rhodes on the same track last Friday. Rowe was in perfect form, and rode with ease, and, at times, was urging his pacemaker to pull him along faster. On the last lap he pulled away from his pacemaker, and let himself out in grand style, finishing with a terrific spurt.

Rowe began to mow the records at the sixth mile, and obtained world's records from there on, knocking out his own from six to ten miles made at Lynn July 5, and then hewing down those made by Rhodes last week. Following is the time by miles:

1, 2m. 40 2-5s; 2, 5m. 28 4-5s.; 3, 8m. 12s.; 4, 10m. 57 2-5s.; 5, 13m. 42 1-5s.; 6, 16m. 31 1-5s.; 7, 19m. 16s.; 8, 22m. 4 1-5s.; 9, 24m. 48s.; 10, 27m. 37 1-5s.; 11, 30m. 22 4-5s.; 12, 33m. 9s.; 13, 35m. 54 2-5s.; 14, 38m. 43 4-5s.; 15, 41m. 32 1-5s.; 16, 44m. 25s.; 17, 47m. 12 1-5s.; 18, 50m.; 19, 52m. 47 2-5s.; 20, 55m. 36s.; 21, 58m. 19 2-5s. Within the hour, 21 miles 1149½ yards.

World's Records Broken from 6 to 21 Miles, inclusive

CATALOGUE SENT FREE.

THE POPE MFG. CO.,
597 Washington Street, Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 22 OCTOBER, 1886. | Volume XIII. Number 25.

ROAD RIDING.

BICYCLES ARE BOUGHT TO RIDE ON THE ROAD.

Buyers will be interested to know that the principal road races of the year have been won on Victor bicycles. Among them:

HARTFORD - - - - - - - - - - 20 MILES
FIRST 7 MEN IN RODE VICTORS.

SPRINGFIELD - - - - - - - - - 20 MILES
FIRST 5 MEN IN RODE VICTORS.

BOSTON BI. CLUB - - - - - - - 100 MILES

DORCHESTER BI. CLUB - - - - - 15 MILES

MASSACHUSETTS BI. CLUB - - - - 30 MILES

FASTEST { ON THE ROAD. UP THE HILL. DOWN THE HILL.

The First Bicycle on Earth to be Ridden 21 Miles within the Hour.

OVERMAN WHEEL CO.

182 Columbus Avenue - - - - BOSTON.

CATALOG FREE.

STILL THEY COME!

ALL PROCLAIMING THE "NEW RAPID" TO BE

THE BEST HILL CLIMBER,

THE FASTEST ROADSTER,

—AND—

MOST RIGID ON ROUGH AND SANDY ROADS.

"NEW RAPID."
TRUE TANGENT WHEEL.

WHEELING, W. Va., 24 July, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen,—After fourteen years of varied experience with best makes of Bicycles, I take great pleasure in stating that I find the **"NEW RAPID"** the most Rigid, Easiest Running, and altogether the best Roadster I have ever owned. Its growing popularity is certainly merited.

Yours very truly,
H. NORTHWOOD.

49 Rose St., New York,
1 August, 1886.

Messrs. S. T. CLARK & CO.:

Gentlemen, — To-day, your machine, the "New Rapid," climbed the hill known as "Breakneck Hill." This hill is over a quarter of a mile long and steeper than Corey Hill. The machine was ridden by Mr. C. M. Phelps, and he declares it to be the easiest hill climber he ever was on. This is the first time the hill has ever been ridden up, tho' many have tried it. I am more pleased than ever with it,

Yours truly,
F. L. BINGHAM.

ACTIVE AGENTS WANTED.

— ONLY THOSE —

WHO MEAN BUSINESS NEED APPLY FOR TERMS.

SAM'L T. CLARK & CO.

IMPORTERS,

BALTIMORE, MD.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

MAPS

On a Large Scale of all the Counties in Massachusetts except Berkshire. Scale, One to One and One Half an Inch to a Mile. Price, 50 Cents in Colors. Apply at

WORLD OFFICE, 179 TREMONT STREET.

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

ALSO AGENT FOR THE CELEBRATED

QUADRANT TRICYCLE.

J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 3 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4268.

THE LUCIDOGRAPH.

In this instrument are combined all desirable qualities and movements. Improved double-swing rising and falling front, our patent attachment for the ground glass frame, reversible for Horizontal or Vertical views. It is made of best quality mahogany, highly polished. The Lens is a superior quality single achromatic, fitted with revolving diaphragms and instantaneous shutter. (Most admirable instantaneous pictures have been made with this lens.) The Tripod is best quality feather weight. When folded, everything except the tripod is enclosed in the case, the plate holder being left beneath the ground glass. The 5x8 size measuring 9½ x 6½ x 4½ inches, smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing our profits will, in the end, be equally large, and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate holders excepted. Especially designed for outdoor work.

PRICE LIST LUCIDOGRAPH COMPLETE.

No. 1. For 3¼ x 4¼ Picture, no Sliding Front $22.50

No. 2. For 4¼ x 5½ Picture, no Sliding Front 22.50

No. 3. For 5x8 Picture, Sliding Front 27.00

☞ Enclose 4 cents for Circulars and Catalogues.

THE BLAIR CAMERA CO.

Office and Factory, 471, 475 and 477 Tremont St., Boston.

BLAIR & PRINCE, 148 WEST FOURTH STREET, CINCINNATI.

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance..... $1.00
Six months " ..... .75
Three months " ..... .50

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.
Julius Wilcox, 15 Park Pl., New York.
Bull & Bowen, Buffalo, N. Y.
Fred Jenkins, Room 65, 21 Park Row, New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.
E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 22 OCTOBER, 1886.

HULLO, what 's this, — Burnham going to ride the Victor tricycle? The report must be a base fabrication.

IN answer to our query as to the cost of a house boat, Papa Weston says that not having ball bearings, direct cranks, or anything of the sort, no royalties will be charged, and the price will be reasonable. Put us down, for a little one.

IT is not safe nowadays to use up adjectives too fast, in expressing our wonder at the records. Mills's two hundred and ninety-four miles in twenty-four hours caused us to impoverish the dictionary. So, now Whittaker is reported as going him six better, we can do nothing but gasp.

THE pitching into the A. C. U. because men will persist in taking twenty-four-hour rides over short courses is entirely out of order. The A. C. U. cannot control, and *compel* men to ride over any particular course or road, but they can refuse to accept records made over courses not long enough, and they *do*.

OUR School street contemporary accuses the A. C. U. of having dismissed a case similar to Huntley's, which was an infraction of its rules. We would like to know what case that was. The rules must be enforced or the country is ruined.

AN exchange says that "young Sampson, of Hyde Park, has covered almost two thousand, five hundred miles since 1 April." Pooh! that 's nothing for a young Samson.

IF the money spent in keeping and training a stud of riders by manufacturers was devoted to securing laws passed for improvement of highways, the return to the makers would be greater.

WE were down at the club the other night when the amateur question cropped up as usual. There was no one who was bold enough to declare in favor of the abolition of the rule, but as one expressed it had a "sneaking regard" for the idea. We used to be very strongly in favor of the old rule, but either the rule is out of joint with the times, or else this age does not just hitch with the rule. There is a kink somewhere, and the suspension of good men will not straighten matters out at all.

LET 's see, are we not right in thinking that Van Sicklen is now the permanent holder of the Pope cup? Another old landmark gone. Now, Overman, it's your turn to work off a cup and get even with Pope.

THE question of the day, barring the amateur one, which has got to be met squarely sooner or later, is the improvement of roads. It is a "hubbly" problem, and we wish some of our capable cycling legislators would tackle it. Something can be done, and it ought to be.

IN view of the facts surrounding the awarding the second place in the thirty miles road race of the Massachusetts Club, to W. K. Corey, this gentleman does not feel himself justified in retaining the prize and position. We are pleased to state that he therefore has generously taken steps to surrender his right to Mr. Sanger, feeling that this gentleman beat him *squarely*, if not technically. Mr. Corey's sportsmanlike action is to be commended.

WE have examined the new wooden wheeled tricycle. It has 36-inch drivers, 20-inch front wheel, lever action, long wheel base and is very like the Rudge Crescent in its method of steering. We confess to a prejudice against the wooden wheels and the elimination of rubber tires, but will not undertake to pass judgment on the machine until we have had an opportunity of testing it. The company of which Abbot Bassett is secretary, has enthusiastic founders. The statement of an interested contemporary that these wooden wheels are as graceful in appearance as a spider wheel, hardly needs a refutation, as no one will believe that wood can be fashioned to look as light and graceful as steel. But this is a minor point as few sensible wheelmen pick out a machine for mere appearance sake. This tricycle upsets all our preconceived notions in regard to tricycles, and departs from what all the makers of the world have found to be the public demand or their own idea of what a tricycle should be. It has, first, the wooden wheels, said to be lighter and stronger than steel. It has no rubber tire, but a thin flat strip of leather griped into a flat-seated steel rim. No ball bearings, and no differential gear are its other negative peculiarities. All we can say is, give it a chance, and if it is shown to be as good or better than the standard makes, well and good. We hope to be able to give a mechanical description of this machine, with cut, soon.

THE WHEELMAN'S REFERENCE BOOK is a publication no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.25 for a copy and a subscription to the BICYCLING WORLD for one year.

Old Country Talk.

THE cycling and athletic press of Great Britain and Ireland is in full cry over the abolition of the amateur definition, and *Wheeling* has reason to be proud of the *furore* which its campaigns against shams and humbugs has given rise to. The actual motion for the abolition will not be proposed until December, when it is expected that Mr. I. R. Hogg will come up to London backed by the proxy votes of the Newcastle Local Centre, and lead the attack upon the definition. The struggle is likely to be a severe one, though it is probable that the men who fatten on the present state of things will have a majority.

MEANTIME, the Executive of the National Cyclists' Union has made the pleasant announcement that its stewardship of the Championship Meetings for 1886 has resulted in a loss of £150, the only place at which a substantial profit was reaped being Newcastle-on-Tyne, a district which is pretty nearly tired of amateurism, and is unlikely to support the Union next year if the same programme is adhered to The loss of funds is a serious blow to the Union, at the present crisis, and must cripple their hands in dealing with the opposition.

J. E. FENLON, as I prophesied in these columns some weeks ago. has been suspended, and the N. C. U. has now only two amateur champions left, Percy Furnivall and R. I. Mecredy. The latter, as a cycling journalist, has been able to steer clear of makers' amateurism, though journalism has not always stood in the way of amateur champions receiving machines without payment, if certain stories of the year 1881 are correct. As to Furnival the deepest indignation is expressed in private at his exemption from suspension. It is not forgotten that he went to America in 1885, with the full intention of being a promateur, and it is also known that his allowance is £150 per annum. No sane man, outside interested circles or outside the Executive majority, believes it possible for him to have raced all over England this year, to have won twenty-two prizes and to have trained at Long Eaton for two months on that sum, and if Messrs. Humber & Co. did not present him with a handsome birthday present, the firm can scarcely have behaved with its usual generosity. And this I, for one, refuse to believe.

THE Furnivall world record for one mile, is not yet passed, and I hear from a member of the records committee, is unlikely to be. Mr. Alexander, who timed it, in describing to the committee his mode of doing so, involved himself in the assertion that running from point to point of the oval track at Long Eaton, he covered 730 yards, stopping to time each quarter in addition, while Furnivall rode the mile. Which, as Euclid would say, is absurd. This is a fact which has not seen the light in any English paper, and unless it is got over, Hendee's 2.31 will stand for the world, if accepted by the L. A. W.

THE Ripley Road Club, whose member, "Kid" Kennedy, you have lately seen something of, held its bicycle road race, last Sunday, several well-known men competing. A. L. Bower won, over nine miles of road, receiving thirty seconds start from Fenlon, whom he beat by forty-five seconds. Bower's name is not well known across the pond, as whenever he arrives at championship form he has an accident and loses his opportunity of acquiring world-wide fame. He is perhaps the best road rider of the metropolis at present, and won this race on the Premier Safety at the first time of mounting such machine on the road. He goes shortly for the record of twenty miles in the hour on the road, and will about do it. He is an amateur, without a suspicion of promateurism, though I have known him to back himself to win his expenses. When he did so, and whenever he had a chance, he won, and very proper and pleasant, too!

G. P. MILLS, of the Anfield, is beginning to grow wearisome in his record breaking, and why this young man does not settle down and try to earn an honest living for himself, passes comprehension. Record breaking is a fine thing for the makers, but unless Mills is paid (in which case he ought to be suspended) he must be what the Scotch call "daft" to waste his time pounding about the roads after record. On the 2d inst., the youngster rode fifty miles on the road on an "Ivel" safety, in the remarkable time of 2.47.35⅘, but how much better he is for doing it, who knows? Furnivall and Belding, of the Berretta C. C., I hear, are waiting for a favorable wind to ride fifty miles on the road in 2.30.00 on a tandem.

ON the 5th inst., Mills rode the marvellous distance of 294¼ miles in twenty-four hours on the "Ivel" safety, eclipsing all records for all classes of machines, and this is understood to be his last performance of the year. He has certainly demonstrated to an extraordinary extent the possibilities latent in the bicycle, tricycle, and tandem, and for this deserves every credit.

CURIOUSLY enough, we do not hear any questioning of American times this year, and it is pretty evident that Hillier has not found the game of doubting profitable. He is a thorough man of business, and follows the money always, as some of his colleagues in wheeling journalism explain in no measured terms.

THE BARD.

LONDON, 7 Oct., 1886.

THE gymnasium classes of the Massachusetts Club were resumed last evening. As last winter, these meetings will be of regular occurrence.

Chicago.

IT is not at all improbable that S. G. Whittaker and Percy Stone will have it out as to who is the best man, either in this city or St. Louis, in the very near future. The events will likely be one, three, five, and ten miles. These two boys are pre-eminently the fastest in the West, and the outcome will merit a good deal of interest. Whittaker will, of course, ride a Champion, and Percy the ordinary Victor light roadster, as it will hardly be fair to let the latter have the advantage in avoirdupois gained by a racer. Chicago and St. Louis are now in correspondence over the matter.

THERE was a good deal of riding indulged in by club members, last Sunday. The Chicagos called an informal run at 9.30, and did about forty miles before dinner. The Illinois cyclers started for Milwaukee, a terrific attempt, as the roads are by no means good, and the distance is a great big eighty-five miles. These boys are certainly hustlers on the road. I have n't heard how many got there, however. The Owls were out in force, and C. C. Blake suggested that all wind up at our new League hotel, at Oak Park, which was generally carried out, and the boys say the dinner, which costs fifty cents to Leaguers, was first-class. The weather was delightful, just cool enough, so that a coat could be worn comfortably. The Owls give their first public reception at the Lakeside Rink this week, and the sale of seats already indicates success. The Pope cup will be formally presented to Van Sicklen at this affair.

THERE was nothing of importance brought forward at the regular meeting of the Chicago Club, last Tuesday night week, except that ten resignations were acted upon, though this is not significant as it was the accumulation of some three months.

BURLEY AYERS and his assistants are at work on the route book that is to be published by the Touring Department. It will be divided into four sections, as the Touring Department divides the country and will contain full reports of all the best general routes with carefully arranged maps. Burley, as usual, is full of the idea, just brimming over, and it has occurred to me that it is a good thing that he is a rapid writer, else his employers might object to the very voluminous amounts of manuscript going and coming from his office. If the League officers are not just a little careful, they will some day realize that Chicago has the best managed department in the organization.

THE Chicago and North-Western still wages war upon cyclists, and we don't seem to be able to make very much progress in the matter. I wish you Easterners would take up the matter and show the elegant, portly, though diminutive statured Dr. Stennett that we can advertise him if we can't do anything else. His treatment of us is beastly, and arises out of pure and unadulterated obstinacy.

VERAX.

Manhattan Meanderings.

THE clerk of the weather had a first-class blizzard in pickle, and he brought it on last Saturday, just in time to turn the Ixions, race meet into a pronounced fiasco. It was truly sad. For some months past the members of the Ixion Club felt that they must do something to prove to a doubting world that the club was still alive, and they finally hit upon a grand one day's tournament as the medium. Five large-hearted and fat-pursed club members "put up the dust," and the meet was turned over to W. C. Herring. Now, W. C. is intensely English, and he conceived the idea of a handicap race meet.

OVER a thousand dollars was spent in prizes, which, when nicely arranged in a large window on Broad street, Newark, were simply dazzling. Pot-hunters of high and low degree gazed on the display, and forthwith began to train.

AT length the day arrived. So did the blizzard, and winds which had tingled the ears and nipped the noses of Dakota cowboys swept in cruel and penetrating gusts over the Roseville track. A number of prominent wheelmen had been invited to officiate, and a more unhappy and frizzled up set of human beings was never before seen. Between the acts — I mean races — the poor devils dived beneath the grand stand, rushed up and down, executed a fandago, emitted a war-whoop or two, and were then ready for work again.

THE Alphabetical Team Road Racing Association hold their executives in a tony restaurant on Broadway. The good feature of this is that the officials get a rectangular meal two or three times in the year. The only drawback is that they cannot work the feed item into the expense account. The Association have decided to run their second race on election day, Tuesday, 2d November, starting at one o'clock. The course will be from a point two and a half miles beyond Irvington to Milburn, to be ridden over five times. Everything will be run in apple-pie order. The following clubs will enter teams: Harlem Wheelmen, King's County Wheelmen, Hudson County Wheelmen, Elizabeth Wheelmen, New Jersey Wheelmen, and Brooklyn Bicycle Club. Other entries will doubtless be received.

THE Ixion Club, cosy and inviting as are its quarters, does not thrive as well as it should. At least, I should judge so from the fact that at the next meeting of the club, the initiation fee will be reduced from $25 to $10. The dues will remain as they are at present, $25 per year. It is a matter of wonder that among so many New York riders, so few attach themselves to clubs.

I HAVE given your readers pointers on two presidential booms, but now am I compelled to chronicle boom number three, the rumor being that the New Yorkers will combine on a certain New Englander, whose name I am forbidden to tell.

THE King's County Wheelmen are making arrangements for an entertainment, to be given early in November, at Knickerbocker Hall, which is but a few blocks from their clubhouse.

SCARCELY any of the older members of the Ixion Club are now in harness, and most of the work is done by the "new blood." Among the most prominent are Messrs. Herring, an ex-oil manipulator; Dunn, a clerk in one of the large hotels, Tripler, member of a building concern, which occupies a half acre of ground on the east side of the town; and Hall, an importer of costly books. These men have colossal hearts, and the graceful way in which they sign checks for the various club subscriptions, extracts howls of admiration from the younger and impecunious members. TITNAM.

St. Louis.

REGULAR meetings of all the clubs were held during the week. It was understood that the Missouri Club would pass an important resolution looking toward the re-opening of the fair grounds to wheelmen, but the question was not broached. The associate list of the club has reached its limit of one hundred, and additions can now only be made when vacancies occur. A $500 heating apparatus has just been added to their house, and they are otherwise preparing for a season of winter enjoyment.

THE Ramblers took up the matter of club quarters, and appointed a committee to investigate a proposal to build. It is probable, that instead of accepting it, they will decide to lease comfortable quarters in a central location, and devote their energy in future, now that they are again about clear of debt, to the racing interests by holding a yearly one-day meet.

THE Eurota Club, though numbering but thirteen, has in its membership some notable wheelmen, and is a recognized factor in all local interclub events. At their last meeting they voted to become a League body. A simile may be drawn between this club and a coral reef. They grow ever so slowly, but will some day certainly stand as a powerful club, as they rarely lose a member.

THE friends of Percy Stone and Whittaker are trying to get up a race between the two, and if all is agreeable they will run at Chicago, the distance to be one mile. You may question the object of such a race: it is simply a long-nourished desire of the men to meet, especially on the part of Percy, since he has attained good speed. They say Whittaker rode in 2.43 in Indiana, and he has beaten that here.

JACK ROGERS has made another dive into the wilds of Arkansas. 'Tis said that life has no interest for Jack now, unless it is something about mines, and he has even gone so far as to part with his bicycle — whether from a lack of interest or money, deponent saith not.

THE Missouris enjoyed a moonlight run on the Manchester pike last night, and the Ramblers follow to-night, going to Baldwin and continuing thence to the county line, and back to town to-morrow, — sixty-five miles.

BREVITY.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Denial from Mr. Coleman.

Editor Bicycling World: — My attention has been called to a paragraph in your paper of 24 Sept. last, under, "Old Country talk" and signed, "The Bard." Now, sir, as the passage in question is calculated to do me a great injury, as official Handicapper and Timekeeper to the National Cyclists' Union, in the eyes of the American and British cycling public, unless contradicted, I shall be much obliged if you will insert this in your next issue. The paragraph in question says that I received a present from Messrs. Humber & Co., for timing the records of Furnivall and Gatehouse at Long-Eaton; now, sir, this statement I fully deny. I received *no* present from Messrs. Humber or any one. I only received my expenses and the usual fee allowed by the N. C. U. I went to Long-Eaton three times and travelled over 300 miles each time, and they were successful on the last occasion. Why this statement should appear in an American paper and not an English one I am at a loss to know. Thanking you for inserting this, I am, sir, Yours,

G. PEMBROKE COLEMAN,
Official Handicapper and Timekeeper National Cyclists' Union. 1882-3-4-5-6.

Where's the Justice?

Editor Bicycling World. — The Racing Board of the League of American Wheelmen having declared professionals, certain and sundry individuals alleged to have been in the employ of different makers owes them in common decency, a continuance of the plan they have commenced. That is, they should declare professionals all who are guilty of the same offence as the men already expelled, or the latter should be reinstated. There is just as much evidence against several of our present amateurs as ever there was against many of those

who had their amateur heads lopped off by the sword of the Racing Board. It is unnecessary for me to take the onus of mentioning names when they are known by the officials on whom devolves action as well as by me. Probably better, as it is their self-assumed duty to obtain information regarding the means of livelihood of racing men. I do not wish to see the sport injured by taking from the meagre ranks of amateurs, using that word merely as a distinguishing title, men who in racing behavior are an honor to the sport, but I want to see justice done. I want the League to treat Hendee, Rowe, Rhodes, and the rest of the promateurs fairly, and I believe these sentiments will find hearty support from every honest man. FAIR PLAY.

Opinions and News in Brief.

RECORDS on the road.

A. P. MILLS, in England, 294½ miles in the twenty-four hours.

S. G. WHITTAKER, in America, 300 miles in the twenty-four hours.

WE thought this week would be barren of records, but we manage to present our readers with two, not bad ones, you know?

RHODES started for the hour record last Monday, but the very high wind soon proved that the attempt would be abortive, so he gave it up for that day.

THE N. C. U. will have nothing whatever to do with the suspends. They will not recognize "records" made by them, they will not allow their officials to time them; in fact, they are treated as the lepers of cycledom.

"THE Springfield Bicycle Company" is the name of a new firm for the manufacture of bicycles. Yost & McCune, patentees. The officers are: President, Col. A. C. Woodworth; treasurer, E. J. M. Hale, of Littleton, N. H.; general manager of agencies, J. L. Yost; manufacturing superintendent, J. B. McCune, with headquarters at Worcester. The general offices of the company will be at No. 19 Pearl street, Boston. The Company have already large orders booked.

ARTHUR L. ATKINS, the head salesman of the Pope Manufacturing Company, and manager of the Columbia team, is at home suffering from sickness which may necessitate a long absence from his duties. He has been granted an extended vacation by his employers.

THE "tricycle cab" is the latest in London. It has passed police inspection, and is now a duly licensed hackney carriage. This is another step towards establishing the usefulness of the three-wheeler.

AN excellent suggestion is made by the *Bulletin* that the newspaper reporters' stand be placed on the same side of track as the judges' stand, only below the level thereof. We quote: "In fact, the officers of the meeting would have the newspaper men just where they wanted them, and where any questions could be answered promptly, and any errors on the part of the officials, which are so likely to be observed—if at all—by the newspaper men, could be immediately remedied."

THE Boston Club take a run down to Gloucester to-morrow, the last formal run of the season.

WILSON and Alden are the pair of trick Star riders that will amuse John Bull the coming winter. These two men sail on the "Grecian Monarch" for London to-morrow.

BRAVO, Scranton! The Scranton Bicycle Club lately gave a concert for the benefit of the widows and orphans caused by the recent Marvine and Fairlawn colliery catastrophe. A check for $323, the proceeds of their generous effort. Again we say, well done, Scranton!

S. G. SPIER has been doing great work—according to his report—in Sacramento, Cal. He says: "16 September I ran a twelve-hour race without a dismount, making 211 miles, thus breaking records, etc." We shall want verification of pretty strong kind before we can put this in our record list. But he does yet better. On the 24th September he claims to have covered 213 miles in a twelve-hour race at Oakland. Send on your proofs, Mr. Spier, and we will acknowledge the corn.

THE Austrian authorities will utilize the tricycle as a means of distributing letters in the suburbs of the large cities. This is a good thing, as the government using the despised cycles will be the means of breaking down the barriers of opposition that now exist in that benighted country.

THE Emperor William of Germany is a patron of the sport. He presented a handsome silver cup as one of the prizes for competition at the recent bicycle races in Berlin.

MR. B. B. AYRES writes us: "Mrs. Dakin reports George Dakin recovered and ready for business, although need exists for some caution in using his head." All Mr. Dakin's friends will rejoice to hear this good news.

WE do not believe the rumor that F. Wood has sued the Springfield Club for alleged unfair treatment. We think F. Wood is too sharp a blade to be throwing away his substance and time in that reckless manner.

REPORTS from those who attended the ball given by the Melrose Bicycle Club last Friday evening indicate that the affair was all that was promised. The surrounding cities and towns sent their quota, and the "tripping" was kept up till the "wee sma hours."

"PAPA" WESTON sends us a fac simile of the postal issued by him as secretary of the Boston Bicycle Club calling a meeting at Vossler's, 19 Hawley street, 3 Nov., 1879, at 7.30 P. M.

THE Cambridge Club will spread themselves 5 November. The occasion will be the fourth annual reception of this go-ahead Club, and the place will be the Armory Hall, Cambridge.

SENOR DON JOSE RIBERA has been astonishing his brother Spaniards by climbing the Pyrenees, heretofore supposed to be unsurmountable to the cyclist.

Dr. KENDALL and his "kamera" were as usual on hand to "fotygraf" the starters in the Massachusetts Bicycle Club races last Saturday.

IN the mind of a correspondent of the *Bulletin*, Henry George would be a good cyclist candidate for mayor of the Empire city, because the said George had in former years been jolted on a "velosipeed." Hence, the correspondent aforesaid, thinks Henry would be in sympathy with wheelmen and help their interests in New York City.

Wheeling accepts our wager and puts up Furnivall to ride against Rowe. The wager having been accepted, all that remains is to arrange the preliminaries and bring the men together. We would give double the amount of the wager to bring the meeting about, but alas, both men have announced their intention of retiring.

The Irish Cyclist and Athlete seems to think Ireland is not ready for the abolishment of the amateur rule. The same paper admits that the arguments in favor of the abolition are strong. We would suggest to *The I. C. and A.* that it educate the Irish cyclists up to the proper point where they can see the absurdity of the rule as compared with the enforcement thereof.

GOLDWIN SMITH in *Macmillan's Magazine* says: "The bicycle is evidently a most happy invention. It must not only give healthy pleasure to city youth, but take it away from city pleasures which are not so healthy. England has roads suited for the bicycle, which America has not. Excursionism, which began with the exhibition of 1851, has now assumed immense proportions, and though it is in some degree indicative of restlessness, and tends to become a mania, it must be, on the whole, a vast addition to the enjoyments of the people, and civilizing at the same time."

WE are almost led to wish that Hendee hailed from Lynn, or Rowe's domicile was in Springfield, so that the wordy war of the *Union* and the *Bee* would cease from troubling. Lynn goes into winter quarters satisfied that Rowe is the king-pin; while Springfield puts on its furs, vowing that George is better than Billy. How would it do, hereafter, to dispense with trials on the track, and let the papers decide the question of superiority?

JACK PRINCE and Eck are out. The partnership ceased with the end of the season, and Jack has spread his pinions and flown westward, while Eck stays east. Prince goes to Omaha, Neb., and says he will settle there and represent some good manufacturer.



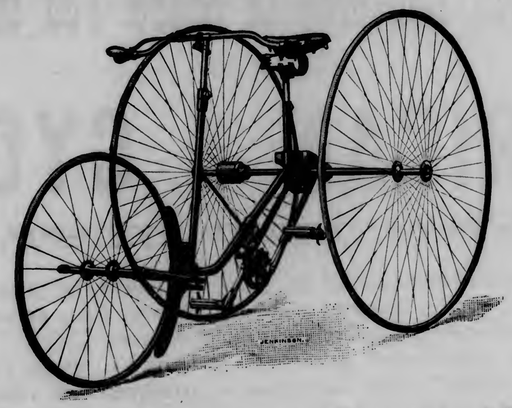
RUDGE TELEPHONE MAN.

HELLO!
Who was that I heard saying that the
RUDGE
Cycles led the World in every respect? Every one!! Why, of course, I might have known without asking.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

RECORD BREAKING EXTRAORDINARY!

Without a pacemaker, and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., Sept. 24, for the fifty and one hundred mile records, under A. C. U. Rules. He did the fifty miles in

2 HOURS, 55 MINUTES and 46½ SECONDS,

beating George Weber's American records by over eleven minutes, and Golden's (English) record by over nine minutes. He did the one hundred miles in

6 HOURS, 43 MINUTES and 59 SECONDS,

knocking McCurdy's record over an hour. His mount was a 51-INCH AMERICAN CHAMPION, which is not a Light Roadster, but is constructed solely for road riding.

WHITTAKER SAYS IT'S THE BEARINGS.

YOU CANNOT GET AROUND IT!

The Fact Will Continue to Stare You in the Face!

THE

AMERICAN * CYCLES

ARE THE BEST,

All things considered, and if you go carefully over the whole ground, you can but acknowledge it. Then, too, it will not stretch your pocket-book all out of shape to get one.

Don't buy an imported wheel, just because it is English.

Don't buy a wheel just because a prejudiced rider tells you it is the only wheel in the world.

***Consider the comparative superiority together with the cost, and we shall be satisfied, for we know then that your choice will fall upon one of the* AMERICAN CYCLES.**

CORMULLY * & * JEFFERY,

CHICAGO, ILL.

FIFTY PAGE ILLUSTRATED CATALOG (LAST EDITION) MAILED FREE.

The Ladies' Ride.

A MOST delightful, and we hope permanent, feature in cycling is the interest which is growing among the fair sex for the tricycle. Incidentally and naturally ladies' excursions have become an "institution," and the tour just past is an indication that these runs and tours will become more and more frequent. Charles R. Dodge, Abbot Bassett, and Mrs. Stall, have been the moving spirits in these affairs, and to them is most of the credit due in making them such a booming success. Shortly after nine o'clock Thursday morning, 14 October, a large party of ladies and their escorts started from Copley Square, Boston, and rode through Cambridge, Medford, and Malden, at which latter point Mr. Bassett and his Chelsea party joined the Bostonians. With prospective dinner at the Boscobel as an incentive, the party quickened their pace and Shoetown was reached. Here Host Comey gave the tourists a substantial layout, and at 3 P.M., after a rest, the party resumed their way toward Magnolia, the stopping-place for the night. Charles R. Dodge did the hospitable, and the party made themselves comfortable for the night at that gentleman's pretty home. The house was beautifully decorated with lanterns, and the evening was spent in dancing. Early Friday morning, breakfast was eaten and the route taken for Gloucester. Of course the chasm had to be visited, and here the party were photographed. After dinner at the Pavillion, the party took the famous circuit of Cape Ann, and got back to the hotel in time for supper. This ended the formal run, and the party split up, going home by various routes, according to fancy. Not one disagreeable feature occurred to mar the pleasure of the trip. The weather was not quite up to what it had been during the previous week, but the party had reserve good nature enough to look on the weather and everything else as "lovely."

W. B. Everett Back.

THE gentleman who is well known as the head of the firm of W. B. Everett & Co., returned from Europe on the Cephalonia last Saturday, ten days overdue on account of heavy weather and head gales encountered about mid ocean. Mr. Everett's time in Europe was limited and so he did not give much attention to matters outside his particular business. He repeats the belief already expressed by Messrs. Pope, Overman, and Gormully and said, "I believe that the smaller makers' days are numbered. They have cut their own throats by underselling and by getting out inferior goods as a consequence.

THE WEIGHT OF TANDEMS

must be increased, as the craze for light machines of this type has produced machines too light for the work intended, frequent breakages of the most serious kind have resulted. I should say that the safe tandem of the future must weigh 130 pounds, and I expect to see the size of tire increased. I went abroad, down on Safeties, but

I COME BACK CONVERTED.

Machines of the Rover type, so-called, are the bicycles of this class that are rapidly growing in favor. I propose to import the Apollo Safety, which has some very fine points in construction, the wheels will be 30-inch each. The Singer people are turning out quantities of these and their celebrated

S. S. S. TRICYCLE,

which latter machine has proven to be one of the hits of the season. We shall present this machine to the American public practically in the same form as last year. We shall import these with 40-inch drivers, as I am satisfied this is the minimum size that should be used on our roads."

In answer to our ever-recurring question, what did you find out about the

AMATEUR RULE,

Mr. Everett acknowledged that he had not dived deep into the question, and therefore, could not speak intelligently thereon. He spent about a week in Paris, and there met an old Bostonian, and a former editor of this paper, Mr. L. R. Harrison. Mr. Everett says that his trip was one round of enjoyment from the time he left Boston until the hour of his return. Leopold Morse, Roberts, the publisher, and Leighton, the architect, were his fellow passengers on the way home.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington Street, Boston: —

No. 349,532. Bicycle, John T. Slocomb, Hyde Park, Mass., of the Star type.

No. 349,800. Velocipede, H. A. King, Springfield, Mass. A seat for one rider in line with one of two wheels of equal diameter, and a seat for a rider between said wheels, and pedal-levers for both seats.

No. 349,801. Velocipede, H. A. King, Springfield, Mass., a tricycle.

No. 349,802. Velocipede, H. A. King, Springfield, Mass., a safety bicycle.

No. 350,079. Robert R. Phillips and Earnest R Shipton, London, Eng., brooch or badge for clubs. A badge especially adapted for bicycle clubs consisting of an enclosing case formed partly in open work (as a bicycle wheel) and a renewable card placed within the said case, and having a design upon it in intaglio corresponding with the design of the case and registering with the open work thereof and bearing also an inscription indicating the term of membership of the wearer.

No. 350,080. Velocipede, Walter Phillips, Coventry, Eng., a safety bicycle.

No. 350,243. Bicycle stand, A. W. Gunn, Dayton, Ohio.

No. 350,719. Velocipede, David Black, Toledo, Ohio, a tricycle.

No. 350,723. Velocipede, Wm. E. Crandall, New York city, for children's use.

No. 350,583. Bicycle, Chas. E. Duryea, St. Louis, Mo., a bicycle in which the fork straddling the large wheel is widened at its upper end in the direction of the plane of the wheel into branches, the saddle being attached to said branches directly over said fork.

No. 358,068. Saddle-spring for bicycles, Luther S. Copper, Cleveland, Ohio.

Professional Records at Lynn.

AT the Lynn track, 19 Oct., Morgan and Mlle. Armaindo, on a Marlboro Club tandem, completed two hundred and fifty miles within the twenty-four hours, and had nearly forty minutes to spare. Riding time was 18 48.42, they rested, 4.33.00. This is record for the tandem in America. The scorers and timers were Messrs. Howard Crowell, Charles H. Annis, W. G. Foster, and T. A. Carroll. The watchers or checkers were Messrs E. G. Gordon, C. E. Whitten, C. W. Wilson, Taylor, and Butler.

On the same day

T. W. ECK

started for the fifty mile tricycle record, but he stopped at the twenty-five miles mark, having captured the American professional tricycle record, from four to twenty-five miles inclusive.

Miles.	H. M. S.
1	3.13
2	6.30 1-5
3	9.41 1-5
4*	12.54 4-5
5	16.17 1-5
6	19 45 1-5
7	23.07 2-5
8	26.34 3-5
9	30.01 3 5
10	33 48 2-5
11	37.30 4-5
12	41.14 2-5
13	44.46
14	48.35 4-5
15	52.16
16	55.49 3-5
17	59.21 2-5
18	1.03.04 2-5
19	1.06.36 4-5
20	1.10.25 2-5
21	1 14.04
22	1.17.48 4-5
23	1 21.31 4-5
24	1.25.03 3-5
25	1.28.26 1-5

*American professional records from this to twenty-five miles inclusive.

The judges were: Messrs. T. A. Carroll and G. H. Smith. Messrs. C. H. Annis, Howard N. Crowell and C. W. Wilson were the timers, and Mr. W. G. Foster was the scorer.

C. H. Frazier

Made a successful attempt to lower the one-mile Star record as follows: Half-mile, 1.19½; three quarter-mile, 1.59½; one-mile, 2.38⅘.

All Sorts and Clippings.

Please — Pleas — P'lice!

A YOUNG dude of a cyclist named Pease,
Who was anxious to marry Miss Keyes,
Right after a hop
Got ready to pop,
In a style that he thought would most please.

So, though not with the utmost of ease,
He got down upon both of his knees;
And on the floor there
His love did declare,
While he made the most burning of pleas.

But the lady in haughty caprice
Bade the passionate lover to cease,
"Now leave me at once,
You spindle-shanked dunce,
Or I 'll go to the do r and yell — P'lice!"

Adapted from Columbus Despatch.

IT will be remembered that rumors came from the west, of a wonderful attachment for multiplying speed and power on ordinary bicycles? Well, the inventor is now East: his name is Geo. J. Taylor, and he hails from the Mormon capital. We have not yet seen the device, but we hope to soon, and then we will tell what we know about it, and perhaps give a cut of it.

THE English papers are, one by one, going over to the idea that the amateur rule is a delusion and a snare. A worse than farce, as it *pretends* to that which it is not.

ENGLISHMEN do not intend the marvellous shall be confined to "the States." The *Cycling Times* tells of a man who rode over the edge of a cliff thirty feet high, and escaped with life and without broken bones.

THE University of Penna. gave some athletic sports on the University grounds, Philadelphia, last Saturday. On the programme were some bicycle races. They were not a success or in the least bit interesting. Mistakes in handicapping and walk-overs seemed to be the rule.

AN incident in the thirty-mile road race of the Massachusetts Club last week was Doane riding in from the reservoir on the backbone of his machine. The header he took disarranged the saddle so that the leather was plumb on the backbone. Yet under this difficulty Doane managed to spurt away from his pacemakers.

THE announcement in a Western exchange that Percy Stone had forfeited his amateur status savors of the ancient and mouldy.

CAPTAIN PECK took a little header the other day while riding in from Warren. A couple of sprained wrists will make riding uncomfortable for a few days.

THE Overman Company show they don't propose to let an opportunity slip by in securing good men to ride for them. In Crocker and Burnham they have captured two great goers.

MLLE. ARMAINDO has been buzzed by the Lynn *Bee*. It seems the Mlle. is now twenty-four years of age, was born in Canada, has followed athletics as a business since she was sixteen years of age. She took to cycling in 1882, and has followed same ever since. She is powerful and plucky.

FOR all kinds of cycle sundries the cyclist should send for a catalogue to Stoddard, Lovering & Co., 152, 158 Congress street, Boston.

"PEDALS" has returned home and is now riding one of the new Singer safeties (Rover pattern) he brought over with him.

NEARLY every firm of importance is now turning out a Rover pattern safety, and the current of opinion is that it will prove a very popular type of cycle here.

WE should have thought that Louis Armaindo's mouse-colored tights would have resembled bloomers when worn by Fred Wood.

NEILSON is back at his old business, and is dispensing cocktails as a means of livelihood just now. A professional gin slinger to wit.

WE understand Papa Weston has applied for a patent on the house boat. His claims are a boat, in connection with a house to float upon the water, and be moved from place to place by a tug-boat for the purpose of escaping constables and book agents, substantially as set forth and described.

IF Furnivall's mile record of 2.30 is not accepted by the N. C. U. then Hendee's 2.31 for that distance, made at Springfield, 18 Sept., will stand as the world's record.

'TIS said that Woodside's great improvement this year is largely owing to following Morgan's advice not to pay any attention to the spectators and their expressions of condemnation or encouragement, but to race as *judgment* dictated.

PERCY STONE proselyting Western cyclists to promateurism is a curious state of things. Don't let the representations of the worthy Percy mislead you out there. The promateur — all honor to him — has seen his day, his mission is accomplished, and he will soon be known no more.

IN speaking against the promateurs, we do not wish to be misunderstood, it is against the *class* and not the *individuals* that compose it. We think that all will bear us out in saying that the men composing this class are one and all *sans reproche*.

THE Rudge Crescent tricycle has all the elements of speed, utility, and comfort, small drivers, large front wheel, bicycle steering, and can be used by either lady or gentleman. Send for circular, Stoddard Lovering & Co., 152, 158 Congress street, Boston.

THE *American Wheelman*, published in St. Louis, is a breezy and interesting paper. Send for a sample and see.

THE Columbia bicycle prize cup has been won by N. H. Van Sicklen, he having won the cup three times, as follows: Minneapolis, 22 Oct., 1885, time for the twenty miles, 1.8.25; Chicago, 17 Oct., 1885, 1.9.00; Indianapolis, 9 Oct., 1886, 1.4.00. The other races for the cup were won as follows: Cleveland, 19 Aug, 1884, A. C. Bates, 1.26.27⅘; Philadelphia, 13 Sept., 1884, E. Kohler, 1.23.19; Boston, 26 Sept., 1884. D. E. Hunter, 1.20.58; New Haven, 6 June, 1885, D. E. Hunter, 1.14.05; New Haven, 11 June, 1886, A. B. Rich, 1.10.50. The Columbia prize cup, it will be remembered, was considered the finest trophy ever offered in competition in the world. The cup is in the form of a horn, on the top of which is a winged wheel rolled in bronze silver. Near the top of the horn is a broad band of bas-relief of figures suggesting the action in pantomime of a score of bicycle races. The horn is poised upon an elegant bronze pedestal of fine proportions, and finished and held thereon by two dragon's feet. The design is by L. P. Ipsen, of Boston, and the work was done by Shreve, Crump & Low, of this city, the whole being valued at $1,500.

ONE THOUSAND DOLLARS REWARD for your labor, and more, can be earned in a short time if you at once write to Hallett & Co., Portland, Me., for information about work which you can do and live at home, whatever your locality, at a profit of from $5 to $25 and upwards daily. Some have made over $50 in a day. All is new. Hallett & Co. will start you. Capital not required. All ages. Both sexes. All particulars free. Those who are wise will write at once and learn for themselves. Snug little fortunes await every worker.

Is it not about time to bury the Chestnut, and forswear the use of a counterfeit tintinnabulation in the columns of the cycling press? It has ceased to be funny (even if it ever was), and we might venture to remark that the novelty has pretty nearly worn off. Let us bury the Chestnut and the silly bell by the side of the hatchets, brethren.

REPORT hath it that Hendee was pleased as Punch, at the accomplishment of twenty-one and three quarter miles within the hour, by Rowe. Certainly a good deal is due to the fine pacemaking of Hendee, on that occasion, and Rowe appreciates it.

THE District Racing Board of the A. C. U., will declare Huntley a professional, for having the pace made for him by Crocker, in his recent attempt at record breaking. That is, this is the way the board seems to feel.

ANOTHER good amateur gone into retirement for good. This time we have to write the name of A. B. Rich. Yes, the Brooklyn flyer is reported to have sworn off for all time.

IT is suggested by the *Wheel*, that before the news of the twenty-one miles within the hour is broken to Hillier, he be placed in a padded cell, locked up, and then the informer break it to him gently at shouting distance.



Fred T. Merrill.

The above cut is a good likeness of Fred T. Merrill, the plucky little Pacific Coast professional champion, who came East to see the 1886 races, buy a stock of wheels, and try his muscle and skill against the large field of professional champions. We do not present Mr. Merrill to the notice of our readers as the peer in speed of any of the professional cracks that have raced this season, as he is usually the limit man in a handicap, but we have great admiration for the manner in which he "cuts loose" and rides his race from the shot.

As a trick rider he has few superiors, and as a racer, he has wonderful speed and endurance for so light a man, especially on out-door tracks. In every race which he has entered during the circuit, he has "ridden from the start," and has always been in the bunch at the finish. One of the notable features of his riding, is the total absence of loafing as he does not believe in a crowd of 2.35 men riding a mile race in 3 minutes. Several times "Woody" and Wood have been compelled to "duck their heads" and "dig" their feet into their pedals to catch the "Pacific Sloper." At the Hartford and Lynn races, Fred Wood was compelled to break the one and three mile records to catch him. His accident with Woodside at Lynn was unfortunate, as he was just getting used to out-door riding and was coming to the front rapidly. With a pace-maker, he has been timed a half-mile in 1.16, and a mile inside of 2 40, which is considerable faster than Fred Russ Cook of California ever rode in the East; He will ride several seconds faster next year. Mr. Merrill and his charming little wife will spend a week or two at their old home in the State of Maine, he will then return to Lynn, and attempt to make 20 miles within the hour, and on his way back to the coast will enter one or two six-day races at Minneapolis, his indoor riding and records are well known. Mr. Merrill is a professional bicyclist, but an honorable gentleman, and a business rustler from the ground up.

A rich relation has made Mr. Merrill a good offer to go into the wheel business on a large scale in Portland, Me.

The Providence Journal gets awfully mixed, and quotes what the Springfield *Union* says, as having been said by *Bicycling News*. It was that paragraph in which the *Union* made statements as to the relation of amateurs and professionals with makers, and which was given the lie direct by *News*. Hillier will be rejoiced to have placed to his credit a statement he so strongly denies.

CAPTAIN LUSCOMB vigorously denies the rumor that the Long Island wheelmen are to disband. He asserts that "The L. I. W. have not and never had the slightest intention of disbanding, nor did any one in their behalf, manifest any such disposition.

THE L. A. W. does not recognize records against time, and A. C. U. require at least seven days' notice of intention to make attempts, therefore the question arises in our minds what will become of all these "records" made at Springfield lately? Will the mouthpiece of the A. C. U. Racing Board kindly enlighten the readers of the WORLD?

"MORRIS," the *late* correspondent of the *Spirit of the Times* is not happy. His statement that F. Wood received $1,500 from the Pope Manufacturing Company to allow Rowe to beat, was promptly denied, and proven to be false, so "Morris" is now open to proposals to act as correspondent for some other paper. This is *not* an ad.

FURNIVALL avows that the displeasure of the public never disturbed him. If they hissed because in their estimation he was riding a loafing race it "rather pleased" him than otherwise.

THE *Amateur Photographer*, of Friday last, devoted a column and a half to cycling and its literature. Says the *A.P.*: "There is probably no class who are so frequently amateur photographers as cyclists," and with this expression of opinion we entirely concur. — *Cyclist*. There is no doubt that we in America are following close in the footsteps of our English cousins. The scorcher has his fun at scorching (*perhaps?*) but the lover of nature has the true spirit of the cyclist, and to such the camera is becoming popular very fast.

LAST Monday evening forty of the handsomest men in the Massachusetts Club went in a body to pay their respects at the shrine of their patron saint, Adonis. Mr. Dixey kept the boys in capital humor for a couple of hours, and he did not forget to notice their presence by a few timely lines especially directed at the gallant cyclists.

RACING NEWS.

Three Hundred Miles in 24 Hours.

(*Special Despatch to* THE WORLD.)

A. G. Whittaker started yesterday morning at 4 o'clock, to break the twenty-four-hour record over a fifty-mile straight away course. so that the record can be accepted by the A. C. U.

Miles.	H.	M.	S.
50	2	59	50⅖
100	6	1	30
150	10	28	52
200	15	30	30
300	23	46	—

We shall await with interest further particulars of this great performance, as to pacemakers, checkers, and distance. Mr. Whittaker rode an American Champion. If the above record is allowed by the A. C. U. it will be the world's record. We hope the utmost care has been taken to verify.

CRAWFORDSVILLE, 19 Oct., 1886.

294 1-2 Miles in 24 Hours on a Bicycle.

THE irrepressible G. P. Mills is not going to allow the snows of winter to fly and find him not the possessor of all the long distance road records. We have the bare announcement that 5 Oct. this wonderful man rode 294½ miles on an "Ivel" safety (Rover pattern) in the twenty-four hours. Particulars are not at hand.

Rowe Cleans Up the Two and Three Miles Record.

A COLD, blustering wind last week, Thursday, did not promise much for those who wanted to make records, but this little affair of wind and temperature did not deter Rowe from trying for the three-miles record, which by some mishap he had allowed to go by in his previous efforts. Hendee, Adams, and Haradon, did the pacing. How well Rowe accomplished the capture, the table below will tell: —

Held by	Time.	Miles.	Rowe.
Furnival,	2.30*	1	2.35⅖
Rowe,	5.14	2	5.11 *
Rhodes,	8.01⅛	3	7.48⅛*

Time by miles: First mile, 2.35⅖; second, 2.35⅖; third, 2.37½.

The * indicates world's records.

The officials were: Referee and scorer, Howard P. Merrill; judge, Jason Rogers, of the New York *Mercury*; timers, C. E. Whipple, G. E. Robinson, C. T. Shean; starter, A. L. Atkins.

Tricycle Records.

AT Coventry, 8 Oct., Tom Battensby, of Newcastle, lowered the professional tricycle record from two to ten miles. Howell and Bert made pace, and Henry Sturmey held the clock. The air was still and warm, but the track was rather heavy. Times: 1 mile, 2.58⅛; 2 miles, 5.47⅘; 3 miles, 8.45; 4 miles, 11.41½; 5 miles, 14.42; 6 miles, 17.40⅛; 7 miles, 24.41; 8 miles, 23.45; 9 miles, 26.47; 10 miles, 29.41⅘. He rode a Rudge Crescent.

Fifty-Mile Road Record.

G. P. MILLS on an "Ivel" (Rover pattern) started out, 2 October, to beat the fifty-mile road record of 3. 6. 26. The course was straight away, and was from the thirtieth milestone from London to the eighteith at Peterboro. At 3.10

P. M. he was off with three pacemakers. Mills's pace proved too hot for some of these. The first nineteen miles was made within the hour, and in fact this pace was maintained through the whole ride, as will be seen, the total distance being covered in 2.17.35⅝. A. J. Hills did the timing at start and finish, travelling by train from Hitchin to Peterboro.

Wakefield Club Road Races.

SPECULATION has been rife during the past few weeks as to the result of the annual ten-mile road race of the Wakefield Bicycle Club. Patch had the call slightly, as he took the races last year in good shape. The entries were Messrs. Coombs, Emerson, Patch, and Nott, all of course members of the club. At the end of seven miles, Nott was leading, and the others all bunched on his little wheel. At the eighth mile, Nott had kept first, and Patch was clinging to his trailer. Spurting commenced on the end of the ninth mile. Patch seemed to have been waiting for this, as he responded in such a way that he soon had the other men far behind, and crossed the line in 43 15; Emerson second, in 43.30. The wind was too strong for fast time.

Massachusetts Club Road Races.

To Capt. Peck and Mr. Farrington must most of the credit due be awarded, for the success of the road races held last Saturday, under the auspices of the Massachusetts Club. Cold high wind was not very conducive to success either in the number of starters, or good time. Full fields and good time were both secured, however. Only a very few moments after the advertised time the starters for the thirty-mile race. For this event the starters were: A. R. Sampson, Hyde Park Bicycle Club; James Barnett, Maynard, Mass.; E. Sanger, Somerville Bicycle Club; W. K. Corey, Rover Bicycle Club; George F. McCausland, Jamaica Bicycle Club; David Drummond, Cambridge, Mass.; W. S. Doane, Dorchester Bicycle Club; H. H. Porter, Boston, Mass.

The wind was dead ahead, and blowing an infant gale, yet the men started out very fast, with Sanger in the van. About half way up Commonwealth avenue, Doane shot to the front, and pulled out at such a pace, that after covering some ten miles the rest were hopelessly in the rear. Corey rode in second place, until Newton Centre was reached on the return, and then Sanger went up second. At Brighton, however, he went astray, although he rode one mile after reaching home, and still finished ahead of Corey. Through the technical and proper ruling, Corey was given second. McCausland, Porter, and Barnet, all met with mishaps, which prevented their finishing the race. Doane, meanwhile had the race for first place well in hand, and while rushing down the hill on Beacon street, into the Reservoir, he took a header, and luckily for him the damage was confined to some cuts. His appearance at the finish was "gory" in the extreme. The result and table at the several points as below: —

Names.	Brookline	Brighton	Reservoir	Wellesley	Brighton	Finish
1. W. S. Doane	4.22	4.15	4.27	4.24	3.47	4.34
2. W. K. Corey	4.35	4.27	4.18	4.16	4.25	4.38
3. Eugene Sanger	4.35	4.27	4.18	3.36	3.41	4.38
4. A. R. Sampson	4.35	4.27	4.18	4.16	4.25	4.38
5. David Drummond	4.35	4.27	4.18	4.16	4.25	4.38

Names.	Finish
1. W. S. Doane	1.59.68 2-5
2. W. K. Corey	2.15.26 1-5
3. Eugene Sanger	2.06.11 2-5
4. A. R. Sampson	2.17.18 2-5
5. David Drummond	2.24.38 2-5

The next to start were the twelve mile club tricycle contestants. The starters were: John T. Williams, E. B. Pillsbury, G. Haynes, Jr., and W. K. Lewis.

This proved to be one of the closest road races ever seen. Williams cut pace for a while, and then Lewis had a try at it. Pillsbury commenced to drop behind, but Lewis, Williams, and Haynes, stuck well together. The latter met with a spill at Chestnut Hill Reservoir, which knocked his chances for first, and so he rode slowly in, coming in third, but refusing to cross the line, and so Pillsbury got third. Williams and Lewis alternated the lead, and the former was leading at the Vendome. Here Lewis spurted, and rushed past Williams, crossing the line several lengths ahead.

Names.	Brighton.	Reservoir.	Brighton Return.
W. K. Lewis	3.13	3.22	3.30
J. T. Williams	3.13	3.22	3.30
E. B. Pillsbury	3.19	3.31	3.40
Gideon Haynes, Jr.	3.13	3.22	3.31

Finish, W. K. Lewis, 56.13 2-5; J. T. Williams, 56.18 2-5; E. B. Pillsbury, 1.12.03 2-5.

In the thirteen and a half miles club bicycle race, Martin was looked on as the probable winner, but Beazley's good riding proved him to be an A1 man. He and Martin rode together, leaving the others behind. At the Reservoir Martin fell and smashed his machine, so that he was counted out. Beazley then rode on alone, and won as he liked.

Names.	Brighton.	Reservoir.	Brighton. Return.	Brookline.
R. G. Beazley	3.25	3.33½	3.40	3.45
J. C. Robinson	3.26½	3.35½	3.43	3.50
C. D. Cobb	3.28	3.38	3.46	3.53
C. A. Martin	3.25	....	....	....

Finish, R. G. Beazley, 53.15 2-5; J. C. Robinson, 57.27 1-5; C. D. Cobb, 1.01.44 4-5.

The timers were J. E. Savell, H. L. Hiscock, W. S. Atwell; referee, H. W. Williams; starter, A. D. Peck, Jr.

Stanton-Keen.

How the old timers have been looking forward to the meeting of these two good men and true. Monday. 4 Oct., these two men came together at Lillibridge to race twenty miles for a purse of £100. It seems Keen showed he was not at all fit for a long effort; on the other hand Dave Stanton, with his forty-one years, was as fine as a fiddle. The appearance of the men for the start on the tape was not belied by the result. Stanton fairly ran his man off his feet, and at fifteen miles had double-lapped him. Here Keen stopped and Stanton ran another mile or two, and then was called off. He finished fresh, while Keen was badly blown when he stopped.

Lynn.

COLD wind, and plenty of it, prevented many from attending the races at the Lynn track last Saturday, and the same uncomfortable breeze prevented all, except one, attempt to lower records abortive.

Two Mile Amateur Handicap Race. — D. E. Hunter, scratch (1); F. M. Barnett, 150 yards (2); W. H. Boudrea, 150 yards (3). Time, 6 21.

Three Miles Amateur Handicap. — D. E. Hunter, scratch (1); C. E. Whittier, 75 yards (2); F. M. Barnett, 200 yards (3.) Time, 9.30⅘.

Five Mile Professional Handicap. — C. H. Frazier, scratch (1); W. M. Woodside, scratch (2): T. W. Eck, 450 yards (3.) Time, 15.25⅘.

C. H. Frazier made an attempt to lower the Star one-mile record of 2.41, but the wind was too much, and he only could bring the time to 2.45⅘.

Morgan and Mlle. Armaindo then went for Mr. and Mrs. Smith's tandem record of 20.28, and managed to cut this to the tune of 18.28⅘.

The Ixion Bicycle Club's Race Meet.

THIS metropolitan club held its maiden race meet at Roseville last Saturday. Probably the most expensive prizes ever given at a one day's tournament were offered. A large number of entries were received, and the meeting bade fair to be a success, but the weather spoiled everything, but a very small band of enthusiasts caring to expose themselves to the wind and cold weather. The races were mostly of the handicap order, and the prizes were well divided. The follow ng is a summary of the various races: —

One Quarter Mile Handicap. — First heat — C. A. Steuken, H. Co. W. (40 yards), 42⅕s.; W. E. Crist, Washington (scratch) 2d. Second heat — H. J. Hall, Jr., K. C. W. (40 yards), 42⅘s.; T. W. Roberts, Poughkeepsie (30 yards), 2d; A. B. Rich, S. J. A. C. (scratch), 3d. Third heat — E. C. Parker, Harlem Wheelmen (50 yards), 42s.; A. Y. Pringle, Ixion Bicycle Club (45 yards), 2d. Final heat — Steuken, 41s.; Parker and Crist, dead heat for second place. In the run off Crist won by a few lengths.

One Half Mile Handicap. — First heat — C. A. Stenken (70 yards), 1.24½; W. E. Crist (scratch), 1.28½; W. C. Herring, Ixion Bicycle Club (70 yards), 3d. Second heat — A. B. Rich (scratch), 1.2 ½; T. W. Roberts (50 yards), 2d. Third heat — J. W. Powers, Jr. (20 yards), 1.25; E. C. Parker, Harlem Wheelmen (80 yards), 1.25⅝. Final heat — Steuken, 1.20⅕; Crist, 1.20¾; Powers, close up.

One Mile Handicap. — First heat — C. A. Steuken (145 yards), 2.51⅝; W. E. Crist (scratch), 2.52½; A. B. Rich (scratch), 3d. Second heat — H. J. Hall, Jr. (140 yards), 2 58⅜; W. J. Wilhelm (35 yards), 2d; E. C. Parker (175 yards), 3d Final heat — Hall, 2.49½; Wilhelm, 2d; Powers, 0; Crist, 0; Rich, 0.

Two Miles Handicap. — A. B. Rich (scratch), 6.24½; J. W. Powers, Jr. (90 yards), 6.25; C. A. Steuken (200 yards), 3d.

Three Miles Handicap. — W. E. Crist (scratch), 9.40; H. J. Hall, Jr. (250 yards). 2d; W. C. Herring (300 yards), 0

One Mile, Elizabeth Wheelmen's Club Championship. — W. H. Caldwell, 3.21⅜; W. J. Barrows, 3.27.

One Mile Ixion Bicycle Club Championship. — A. Y. Pringle, 3.21; W. C. Herring, 2d.

North Attleboro', Mass.

SUMMARIES of the races given under the direction of the Columbia Bicycle Club of North Attleboro':

One-half mile Open. — C. W. Ware, of Marblehead (1), 1.39; F. W. Brigham (2), 1.39½.

One-mile Novice. — H. A. Hall, North Attleboro' (1), 3.41; W. E. Clark, Jr., Brockton (2), 3.48.

Two-mile Race. — D. C. Pierce, Brockton (1), 7.23⅜; D. E. Hunter, Salem (2), 7.26½.

One-half mile Hands Off. — F. E. Brigham, North Attleboro' (1), 1.50¾; C. W. Ware, Marblehead (2), 2.04¼.

One-mile. — P. J. Berlo, South Boston (1), 3.35; E. D. Severance, Brockton (2), 3 39½. In this race, W. Senter, Brockton (2), took a header on home stretch, and was severely injured.

One-mile Open. — F. B. Brigham (1), 3.22¾; C. W. Ware, Marblehead (2), 3.23; F. G. Gibbs, Boston (3), 3 28.

One-mile, Boys under 16. — Ed. Severance, Brockton (1), 4 19¾; W. E. Clark, Jr., Boston (2), 4.24; H. D. Merritt (3). The race was protested, and first prize awarded to Merritt.

One-mile Club. — F. I. Gorton (1), 3.32½; J. E. Doran (2), 3.33; H. A. Hall (3), 3.34.

Two-mile. — F. G. Gibbs, Boston (1), 7.16¾; D. C. Pierce, Brockton (2), 7.19; C. W. Ware, Marblehead (3). 7.20.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition. Containing Sketches of the Cities and Towns of the county, with mention of their Objects of Interest, Hotels, Cycling Clubs, League Officials, Road Houses, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 30 cents. This Publication and the WORLD for one year, $1.15.

NOW
IS THE TIME TO USE
ARDILL'S
LIQUID ENAMEL!
For touching up or entirely re-enamelling
BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.
For sale by all Agents, and by
STODDARD, LOVERING & CO.
152 to 158 Congress St., Boston.
SPECIAL TERMS TO THE TRADE.

My Cycling Log Book. By F. W. Weston, B. Bi. C., B. T. C. Chief Consul C. T. C. for the U. S. Familiarly known as "Pepa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, $1.30; at Office, $1.25. This Publication and the WORLD for one year, $2.10.

THE SPRINGFIELD WHEELMEN'S GAZETTE
SAMPLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED. ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE
SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U.S.A.
SAMPLE COPY FREE.
LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

FOR SALE OR EXCHANGE

[*Advertisements under this head, FIVE CENTS a line.*]

WANTED.—I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. BOAK, Le Roy, N. Y.

THE ECLIPSE LAMP, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, $4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, $3.00. Send for circulars. W. C. BOAK, Le Roy, N. Y., sole United States agent.

MYDDLETON'S Enamels, jet black, steel color and transparent; the best on the market. Price, 75 cents per bottle, including brush. Send for circulars. W. C. BOAK, Le Roy, N. Y., sole United States agent.

VICTORS.—25 bran new; $25 down and $10 per month, to close. Orders received at once will be filled; we cannot duplicate them on these terms after this lot is sold. LOWE BICYCLE COMPANY, Fitchburg, Mass.

BARGAINS.—58-inch Expert, felloes and spokes enamelled, balance nickelled, dropped bars, parallel pedals "double-grip" tires cut, some nickel, and bearings good as new, price $85; the above with '86 cow-horn bars, Ball pedals, D. G Butcher cyclometer, Lillibridge saddle and spade handles, $110; 52-inch Expert, '84, with new tires, painted, $75; 50-inch Standard, cone-bearings, new tires, $40; 50-inch Standard, nickelled except rims, parallel bearings, $45; good condition, 50-inch Harvard, full-nickelled, with Columbia bearings, $55; 48-inch 1886 Expert, cannot be told from new, $105; style E., 60-inch Special Columbia, full nickelled, $40; Ball's to front wheel; five cradle springs complete, at $2.50 each; a lot of long-distance saddles, taken in exchange for Lillibridge, price $1.00 to $2.00 each, some as good as new, for half price; Hill & Tolman's automatic alarm $3.00 bells, $1.25; Expert straight bars complete, with brake levers, $2.00, cost new, $4.10; Columbia pedal slippers, 50 cents, cost $2.00; (four parts) swing spring, $3.00, cost $5.00; Evening Star lantern, $4.50, cost $7.00, good as new; Columbia lantern, $2.50, cost $4.00, used once; one nickelled, for $1.50; 48, 50, 52 and 54-inch McDonald cyclometer, $1.50 each, cost $4.00; Standard Columbia saddle springs, 75 cents, cost $1.50; Expert springs, $1.25, cost $2.00; suspension saddles, 50 cents, cost new, $2.50; one 36 x 54 Kangaroo, good condition, price, $65. JAS. A. SPEAD, South Newmarket, N. H.

TANDEM TRICYCLE (Humber), perfect order, all improvements; bargain. Correspondence solicited. N. Y. BICYCLE AGENCY, 21 Worth street, New York.

FOR SALE. — One 52-inch Victor bicycle, in excellent condition. Address, O. H. ALLERTON. Jr., East End, Pittsburgh, Pa.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53 RUDGE RACER used twice.....$90 00
1 54 " " " three times..... 90 00
1 55 " " " never used..... 90 00
57 " " " 90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

IF YOU ARE INTERESTED IN
The Kennel, Trap and Field Shooting, Bicycling, Angling, Archery, and all Out-door Sports in General,
YOU SHOULD READ
The AMERICAN SPORTSMAN,
The Gentlemen's Weekly Journal of Reputable Pastimes.
SUBSCRIPTION PRICE, $2.00 A YEAR.
ADDRESS,
The AMERICAN SPORTSMAN CO.
CINCINNATI, OHIO.
HUSTON ST. JOHN - - - Manager.



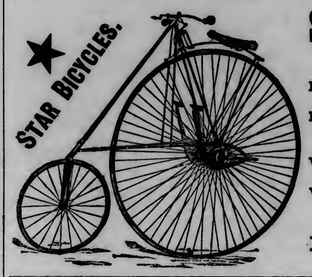
D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

THE BOSCOBEL, LYNN.
First-Class in Every Respect.
Cyclists will Receive the Best of Attention.
DINNER, 75 Cents.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks, 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.



SAFE, PRACTICAL & FAST.
NO HEADERS OR DANGEROUS FALLS.
Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.
Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.
NEW CATALOGUE READY.
H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.



"Home Exerciser"
For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.
GEO. W. ROUSE & SON, 9 G St., PEORIA, ILL.

LIGHT ROADSTERS

are in demand everywhere owing to their hill climbing powers and ease of propulsion and to the fact that they are quite as durable as heavy machines, if constructed with hollow fellows, large tires and laced tangent spokes.

CUT PRICES AND EASY PAYMENTS.

We have left a few splendid Light Roadsters, weighing as low as 36 pounds for 50 inch, with Lillibridge saddles, also some very desirable full Roadsters—Weldless steel tube, ball bearings—highest grade machines, which we have cut down to much less than cost of importation, and which we will sell for cash or on easy payments to responsible parties. Send 2 cent stamp for list and description of machines and terms for easy payments. ☞ Mention this paper.

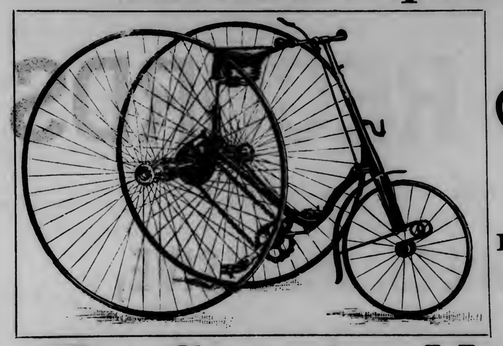
YOU WILL BE SURPRISED!
SAML. T. CLARK & CO., Baltimore, Md.

CYCLES. EASY PAYMENTS
All kinds, low prices—Bicycles, Tricycles, Tandems new or second-hand—Clergymen, Doctors, Lawyers, Merchants, Clerks—adopt this system—Send 2 cent stamp for particulars. Mention this paper.
S. T. CLARK & CO. Baltimore, Md

Only $4.00 Only $4.00

For a pair of **PUNNETT'S** Celebrated Jersey Cloth KNEE BREECHES. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.
PUNNETT, Merchant Tailor, Rochester, N. Y.

THE MARLBORO CLUB
The most Popular Tricycle made.



The New Patent
COIL-SPRING FORK
Prevents all Vibration.
CATALOGUE FREE.
The Coventry Machinists Co., Ld.
239 COLUMBUS AVENUE - - - - - - - - BOSTON

BICYCLE SUPPLY CO.
32 FRONT STREET,
NEW HAVEN - - CONN.
MANUFACTURERS OF AND DEALERS IN
Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.
Repairs a Specialty.
LOCAL AGENTS FOR
ROYAL MAIL, KANGAROO, AMERICAN STAR.



JOHN HARRIOTT,
MEDALS & BADGES,
Bicycle Club Pins of every Description.
DESIGNS ON APPLICATION.
433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25; heavy rolled gold, $2.00 each; post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

RIDERS OF COLUMBIAS

HOLD

WORLD'S RECORDS

FROM

¼ MILE TO 21½ MILES, INCLUSIVE,

AND

The Greatest Distance Ever Made

WITHIN AN HOUR.

21½ MILES, 269⅓ YARDS

CATALOGUE SENT FREE.

THE POPE MFG. CO.

597 Washington St., Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

The Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

$1.00 a Year. 5 cents a copy. | BOSTON, 29 OCTOBER, 1886. | Volume XIII. Number 26.

ROAD RIDING.

BICYCLES ARE BOUGHT TO RIDE ON THE ROAD.

Buyers will be interested to know that the principal road races of the year have been won on Victor bicycles. Among them:

HARTFORD - - - - - - - - - - 20 MILES
FIRST 7 MEN IN RODE VICTORS.

SPRINGFIELD - - - - - - - - - 20 MILES
FIRST 5 MEN IN RODE VICTORS.

BOSTON BI. CLUB - - - - - - - 100 MILES
DORCHESTER BI. CLUB - - - - - 15 MILES
MASSACHUSETTS BI. CLUB - - - - 30 MILES

FASTEST { ON THE ROAD. UP THE HILL. DOWN THE HILL.

The First Bicycle on Earth to be Ridden 21 Miles within the Hour.

OVERMAN WHEEL CO.

182 Columbus Avenue - - - - BOSTON.

CATALOG FREE.

THE NEW

"Rapid Bicycle"



With The Famous TRUE TANGENT WHEELS AND PALMER DETACHABLE HANDLE BAR.

Confidently OFFERED AS THE HIGHEST GRADE AND EASIEST RUNNING BICYCLE EXTANT.

Send For Catalogue & Testimonials — Photos. 10 & 15 cts.

ENERGETIC AGENTS WANTED

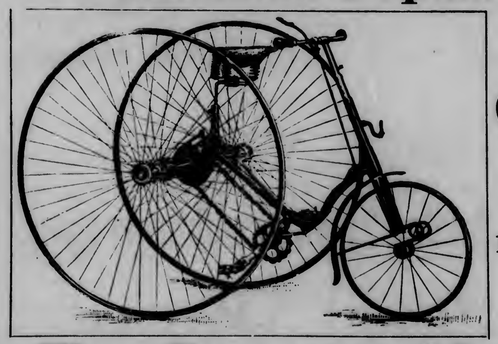
SAML. T. CLARK & CO. IMPORTERS

BALTIMORE, MD.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING

FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ld.

239 COLUMBUS AVENUE - - - - - - - - BOSTON

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

American Champion, Challenge, Safety, and Boys' Ideal.

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We have also a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing. All kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S - - 100 Sudbury St. - - BOSTON.

For Scorching, Night and Winter Riding,

THE ROVER SAFETY

IS PAR EXCELLENCE, AS HUNDREDS OF RIDERS ATTEST.

RIDE IT ONCE, AND YOU WILL RIDE IT ALWAYS.

ALSO AGENT FOR THE CELEBRATED

QUADRANT TRICYCLE.

J. A. R. UNDERWOOD,

Washington Street - - - DORCHESTER - - - - - Boston, Mass.



DAYTON BICYCLE STAND AND CAMP STOOL,

Patented by A. W. GUMP, Dayton, O.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5 1-2 pounds. Price, $2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-Hand Machines.

W. W. STALL,

ODD FELLOWS' HALL,

509 Tremont Street - - - 4 Warren Avenue,

BOSTON, MASS.

SOLE AGENT FOR THE STAR BICYCLE.

Bicycles and Tricycles of all kinds, New and Second-Hand, Bought, Sold, and Exchanged.

MACHINES TO LET, BY HOUR, DAY, OR WEEK.

RIDING TAUGHT ON ANY STYLE WHEEL.

Repairing a Specialty. The most Intricate Work Successfully Performed.

TELEPHONE No. 4263.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

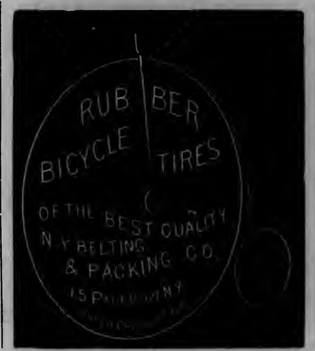
MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



JOHN HARRIOTT,

MEDALS & BADGES,

Bicycle Club Pins of every Description.

DESIGNS ON APPLICATION.

433 Washington St. (Cor. Room 34, Winter Street,) Boston, Mass.



SOMETHING NEW! Every wheelman should have one of our neat and attractive miniature handle bars, for watch chain bar or pin. Tapered bars with ebonite handles, neatly nickelled and polished. Either straight, dropped, or cow horn as preferred. Price $1.25; heavy rolled gold, $2.00 each; post paid. Send P. O. or reg. letter, FLINTHAM & FRAMPTON, Box 139 Topeka, Kan. (Patent applied for).

PHOTOGRAPHY.

HEADQUARTERS FOR CYCLISTS' OUTFITS.

SOLE AGENTS FOR

THE ORTHO PANACTINIC LENS.

SEND FOR CATALOGUE.

C. H. CODMAN & CO., 34 Bromfield Street, Boston, Mass.

THE WESTON SUPPLY CO.

No. 95 PUTNAM AVENUE (NEAR RIVERSIDE PRESS), CAMBRIDGEPORT, MASS.

BICYCLES AND TRICYCLES.

REPAIRS AND SUNDRIES.

SEND FOR CATALOGUE.

The Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance	$1.00
Six months "	.75
Three months "	.50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 177 State St., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER Advertising, 45 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 29 OCTOBER, 1886.

ROWE'S work this week will do. The mile in 2.29⅘, and 22 miles 150 yards within the hour. And so the Colonel smiles.

IVES is restive under Whittaker's performance out West, and so issues a challenge to ride him over the Crawfordsville course. Whittaker will, of course, say "Yes."

The notch is now 22 miles 150 yards in the hour, and W. A. Rowe put it there. Rowe now holds every bicycle path record from one quarter up to twenty-two miles.

THE cycling world who have looked upon the name of The Cunningham Co. as a familiar landmark of the past, will grieve with us at the untimely death of the late head of this firm, Mr. Arthur Cunningham. We give particulars in another column.

THE sarcasm of facts: On Sunday a well-known wheelman is reported as saying Rowe was not capable of "sustained effort." On Monday following, Rowe makes 22 miles 150 yards in the hour, or at the rate of about 2.44 for each mile. Is that sustained effort?

WE are authorized to state that there is no truth in the rumor that the Pope Manufacturing Company will use wood instead of steel in the construction of its tricycle wheels.

EXIT Rowe and Hendee from the pro mateur ranks, and enter same parties into the fold of the professionals. By this step the professionals gain two of the fastest men in the world.

THE Chairman of the L. A. W. Racing Board says, "The American rider (Rowe) who beat Fred Wood does not race for money." And yet this same man declared Rowe a professional.

CYCLING love stories seem all alike. The same old garden wall, the usual header, the beautiful maiden who holds the broken-up head of the cyclist in her lap. The handsome mansion, spooning, and "now they ride a tandem." It is very, *very* tedious. Can't you give us something new? Omit the garden wall, do away with the header, banish the lovely maiden and her everlasting lap, and above all, we pray you in all earnestness, do *not* get off the old, old gag about the tandem.

MR. BASSETT objects to our saying that he has gone into the manufacture of tricycles, and denies the soft impeachment. Dear old Bassett, must we be so very particular, and say that "Mr. Abbot Bassett, the apostle of purity and virtue, has become connected with a stock company, organized under the laws of Maine, for the purpose of manufacturing and placing in the market a three-wheeled vehicle, commonly known as a tricycle; and that the said Abbot Bassett has been elected secretary of the aforesaid company, and is booming the tricycle in the columns of his paper. That he is taking many people to see this machine, and is generally showing extraordinary solicitude for its success."

WE have received a copy of a work entitled "Abridgments of Patents relating to Velocipedes," by R. E. Phillips. The character and scope of the work is indicated by the title, and its completeness and reliability is guaranteed by the authorship. It contains a brief summary of every patent on cycles, etc., from 1818 to 1883, inclusive, and should prove invaluable to every inventor, manufacturer, or other person interested in the trade. The work contains over three hundred pages, and sells in England for about $5. We will take orders; but, as the book was published by subscription, we cannot guarantee to fill them.

IN reply to Mr. Hillier's accusation of falsehood, the Springfield Club "talks turkey" thusly:

"If G. Lacy will accept as proofs certain letters which the club have in their possession, they will endeavor to convince him in the following manner: These letters in evidence will be sent to A. J. Wilson, London, with the proviso that the contents, the riders named therein, or the amounts to be paid, shall not be divulged on any account, but shall be held in sacred confidence. They hold a full hand and can show how utterly ignorant G. Lacy Hillier is of the methods used and employed by certain promateurs who pose as amateurs, by the feeble assistance afforded by Saint Hillier, of London, Eng."

We trust the gauntlet will be picked up, and that Mr. Wilson's decision be taken as conclusive. Mr. Hillier's charge is a grave one, and if it can be proven that he is wrong, no condemnation is strong enough. If, on the other hand, the good faith of the Springfield Club cannot be substantiated, let us know the worst. By all means, let "Faed" be arbiter.

A CERTAIN English cycling paper, of strong anti-American proclivities, in speaking of cycling journalism in America, graciously acknowledges that "*apart from our anti-English policy*, we are excellent and readable." Of all the consummate conceit and egotism this leads everything in our experience. It is true that the WORLD and other American papers have seen fit to take issue with an editor for unfair dealing of all things American, and this editor happens to be an Englishman; therefore, with all modesty, the gentleman proclaims to a listening universe that, as we oppose *him*, we oppose *all* things English! The gentleman places himself "between the devil and the deep sea"; either he has wilfully misrepresented the "policy" of American papers, or he has branded himself the most vain man in all Britain. In justice let us say, that this same gentleman was the first Englishman to welcome the first American party to English soil, and though we are bitterly opposed to his unjust treating of American affairs, we shall always personally have that courtesy in grateful remembrance.

Arthur Cunningham Dead.

THIS gentleman, well known as the head of the pioneer cycle firm of America, died last Tuesday night at ten o'clock at his home in the Hotel Hunnewell, Newton, Mass. The cause of his death was a fall he took while riding on his bicycle along Lake St., Brighton, last Friday afternoon. After he was thrown he managed to walk nearly two miles home, not appreciating that his injuries were serious. An examination showed that he had ruptured the intestines, and gangrene set in, terminating fatally on date as above. He was very badly cut about the chin, but no other outward sign to show the extent of his injury. All will remember Mr. Cunningham as a quiet, modest and pleasant gentleman, and one whose violent and comparatively early death will cause the utmost sorrow and sympathy.

WE are sorry to learn that our Montreal friend, A. T. Lane) familiarly known as Tommy Lane) met a hungry Newfoundland dog the other day; result: collision, fall, and a bruised leg. He hopes to be able to drop his limp in a few days.

FORTY miles over such roads as have to be encountered between here and Gloucester, is too much of a jaunt for ladies to cover in one day. While there are no very long hills on that route, grading seems to have been one of the unknown sciences to the engineer who laid out the road.

Manhattan Meanderings.

THE Ixion Club will have a private club concert, as they exclusively term it, on Friday night. The music will be supplied by the club orchestra, led by Mr. O. L. Moses, and the refreshments will be provided by some Italian caterer with an indigestible name. Many of the members will bring their lady friends, and no doubt the Ixion's rooms will be the scene of a fashionable and brilliant crush, as the society journals put it. A few invitations have been sent out to specially favored mortals.

THE Central Park privilege question has been again revived by the combined action of the Ixion and New York Clubs, who have just sent in a petition to the Park Commissioners, asking for the privileges granted ordinary vehicles of pleasure. The petition, which was of voluminous proportions, was accompanied by a logical letter, wherein the matter under discussion was presented in a very forcible manner. I send you a copy of it. The wheelmen are using Park Commissioner Beekman as a sort of archimedian lever. Beekman is running for office, and upon being interviewed by Mr. E. J. Shriver, he pledged himself to do all in his power to secure to wheelmen their rights. If something is not done at once arrangements have been made to notify every wheeling citizen of the fact before election day, which falls on next Tuesday, that they may cast their little ballot against Mr. Beekman.

IT is a lamentable fact that neither the Citizens nor the Harlem Wheelmen would coöperate with the movement. Mr. Bourne, of the Cits., was the first man to obtain recognition from the Park Board, largely through personal influence, and from that circumstance this club seems to think that it has rights patent on the park privilege question, and when any one tries to agitate, the mighty men of the club growl lustily, as if suffering wheeldom is to wait until these "great guns" are good and ready to investigate the matter.

BY the way, the Citizens Clubhouse reminds one of the "deserted ancestral halls" of which the poets sing, and in which the heavy villains of the everyday novel are wont to conceal beautiful maidens. The fact is that the majority of the club members have outgrown their enthusiasm, and have settled down to humdrum married or business life, and they have been so chary about admitting enough young and enthusiastic blood to keep the pot a-boiling, that its elegant parlors and billiard room are almost always deserted.

THE Ixions lost about $250 on their recent polar meet, all of which comes out of the pockets of individual members.

THE event of next week is the Alphabetical Association's inter-club road race, which is booked for election day. The start will be made at 1 P. M. from a point two and a half miles beyond Irvington. Several clubs will indulge in morning runs in the Oranges, winding up at the Irvington hotel for dinner.

YOU are shortly to be astonished. A key to the amateur difficulty has been discovered, and by a prominent New York wheelman. I do not wish, in fact I am not at liberty to "split" on the scheme, but this great benefactor of the cycling race is quite sure that he can justly shout "Yureeker," which means, I hold the winning card. He will have an essay on amateurism printed, and printed simultaneously in every cycling paper on both sides of the big pond.

I NOTICE you have forgotten to tell your readers that October is here. Now, I don't mean to be harsh, but at this time of the year every well-balanced editor takes a five-mile romp in the woods. Then he comes home and startles his readers with the statement that October is here. Probably he drops into poetry and raves about nut-brown apples, and rosy chestnuts, and good old apple-jack, and cute and cunning grey squirrels, etc. If he be a Bostonian, and his digestion is weak, he starts on another tack, and prates about, —

> The melancholy days have come,
> The soggiest of the year,
> And I must to mine uncle hie
> And get my winter gear.
>
> Gone is the prattling katydid,
> Come is the golden aster,
> Now, must I haste me into town
> And get a capcine plaster.
>
> Gone are the flowers that bloomed last spring,
> Hushed are the plashing rills,
> Now on the muss-grown rock appears
> "Use Carter's Liver Pills."
>
> And old king crow no longer flits
> Across the dreary moor,
> The rural fence is now bedecked
> With "Warner's Kidney Cure."

Never more shall I look my friends in the face after perpetrating the above, but I shall continue to do business at the old stand under the name of

TITNAM.

Chicago.

THE first attempt of the Owl Club, and for this city for that matter, at giving a promenade concert on a large scale, has gone into our local history as a success in every way, and much to the gratification of these enterprising young chaps. The entertainment preceding the hop, consisted of an excellent exhibition of fancy riding, by the well-known experts, Prince, Wells, and Ralph Friedberg, a safety race between Peirce and Harmon, of the Owls, on Columbias, in which the latter took as beautiful a header as a person ever looked at, and the presentation of the Pope cup to Van Sicklen, "to have and to hold always," by Mr. Garden, with a pardonable eulogy on the excellence of the Columbia bicycle. Then followed the hop which, with good music, was enjoyed by everybody.

I HAVE noticed with a good deal of surprise the remarks Mr. Egan has been making about me, both in the WORLD and the Chicago *Sporting Journal*, and have hitherto refrained from replying to them, because I did n't understand them, and I must say that I am still in the dark. As I remember the matter, when the gentleman began to furnish the readers of the cycling press with a renewal of his witty and epigrammatic sayings over his old wheel *nom de plume* of the "Owl," I commented on the fact as complimentarily as I knew how to, and had no idea of offending him; and the next issue of the journal brought the remark from him that "I bluffed him, as I always had, by my superior nerve." Last week I see that he took pains to apologize, because I remarked that he was a Bohemian, though it did not occur to me at the time that it was a particular disgrace to be numbered among that class which, as journalists, as artists, and as thinkers, have always contained the brightest minds that history tells us about in their respective professions. My memory of Mr. Egan is dotted with many right royal good times, as well as with many kindnesses, and I had no idea of saying anything that he could take umbrage at. If I was going to describe him again, I should say he was a Bohemian because he is a bachelor, a hail fellow well met, and gets about all the good things there are out of life, and is smart, and if by so doing I offend him, it is because I don't know any better.

CRAWFORDSVILLE gave Whittaker a reception the next day after he had completed his 300-mile run within the 24 hours. Whit. was anxious to go to bed early, as a matter of course, but two or three fellows kept him away from the hotel until they had got his Champion decorated with the prettiest flowers the city could produce, and about seventy-five fellows, with the opera house orchestra, had congregated in the Nutt House parlors, including the mayor, and to say the boy was surprised hardly expresses it. They then went systematically to work to make him feel his oats, and shook his hand until his arm ached, and informed him that a medal had been ordered to commemorate his wonderful ride. His Champion is now on exhibition, and his picture is to be seen in all the stores. Whit. smiles now when he reads Harry Corey's telephone about the hundred-mile road record.

OUR local news is *non est*. Nothing startling to chronicle. The Illinois Cyclers went to Milwaukee again last Sunday. R. P. Gormully went East last Monday on business, and will include Boston during his trip. VERAX.

GEORGE H. BURT, Chairman of the Massachusetts District Racing Board of the A. C. U. has resigned that position.

St. Louis.

THE *Post-Dispatch* is leading an attack on John S. Rogers, the present Chief Consul, for alleged lukewarmness displayed by him in not pushing the late parade, and insinuates that he will not be re-elected. The matter is creating considerable talk, and as Mr. Rogers has a number of friends and has secured some desirable ends for the Missouri division, it is at present doubtful whether the efforts of the *Post* to bring him into disfavor will succeed.

WHEN Stone was asked whether he had been correctly represented regarding his views on promateurism, he answered in the affirmative, but deprecated the publicity given the matter. If Percy is honest in his conviction that the amateur rule is not long for this world, he should not be afraid to stand up and own it, is the sentiment of those who are watching with interest for the result of his Southern debut on his mission of proselyting. He leaves to-night.

A THREE day series of races at Quincy, Ill., attracted a couple of St. Louisians, and one of them, Harry Gordon, returned with five firsts and two seconds, the value of which aggregated about $75, besides which he was treated handsomely by the Quincy boys.

THE Missouri Club will engage a boxing master to take charge of their gymnasium during the winter season, and they expect to develop surprises for the highway hog in the future. The Club has adopted a dress uniform of blue, striped with black, which presents a very nobby appearance but shows dirt.

HAL GREENWOOD has left the service of the Meacham Arms Co., agents for the Rudge, and it is rumored that the firm will shortly discontinue their wheel department, as they did a year or so ago.

WHITTAKER'S claim for the fifty mile road record is in the hands of J. S. Rogers, who represents the A. C. U. in this district. There is hardly a doubt but that it will be accepted.

E. R. STETTINIUS was presented with a silk umbrella by the Eurota Bicycle Club, with silver handle and his name engraved thereon, one day this week. It was for his efforts to make a success of the illuminated parade.

BREVITY.

A PARTY by the name of Cook has been running in some races with professionals at San Francisco, Cal. In justice to Mr. F. Russ Cook, we would state that we understand this Cook and that Cook are entirely different men. An impression had got abroad that this Cook was Fred Russ, it is not so, Mr. F. R. Cook has practically given up riding.

CURRENTE CALAMO

The Exciting Ballad of the Cycler and the Dorg.

TO S. SMUG.

IT was a gay young cycler lad,
Went riding forth one day.
His belt was tight, his legs were slight,
And, oh, his heart was full of fight;
All in a quiet way.

It was a dorg, a little dorg,
Went roving out that day.
His legs were four (not any more),
And, oh, his heart was bent on gore;
All in a quiet way.

It was the dorg, the little dorg,
Chanced in the cycler's way,
And sought to steal a hearty meal,
From off the cycler's slender veal;
All in a quiet way.

It was the gay young cycler lad,
All on that summer's day,
Who with his "pop" let something drop
Which caused the dorg to go ker-flop;
All in a quiet way.

It was the gay young cycler lad,
Who only had to pay
A season's cash, for being rash,
In settling of the dorgie's hash;
All in a quiet way.

PEDALS.

WE owe Lacy Hillier ten pounds of maple sugar.

YES, 't is a fact that twenty-two miles have been reached within the hour, and some to spare.

THE professional tandemons out at Lynn have also been having a little fun with the records.

THE amateur tandemons at Roseville made a good bid for some records, and while they did not do as well as they thought, through the unaccommodating actions of Armaindo, Eck, and Morgan, yet they took a few of the amateur American records.

OUR readers will welcome "Pedals" back from Europe. He gives us a bit of his brightness at the head of this column. We hope to hear more from him in relation to his trip abroad.

A BELGIAN by the name of De Beukalaer is coming to the front in great form; he recently beat Allard very handsomely. It is the intention to send the Belgian to England next season, and see what he can do on English tracks.

THE supporters of the amateur rule received encouragement from the result of the attempt to amend section 2 in the amateur definition. Nain, Low, McCandlish, and Irons were amongst the leaders for amendment, while Todd and Hillier spoke against it.

WHEN the road record of Whittaker on an American "Champion" is verified we hear that the "Victors" and the "Columbias," and probably the "Rudges,"

will hurry out to Indiana and put a mile or two on the end of that 300, or make a strong bid for position of "cloud-pusher" in the attempt

MLLE. ARMAINDO and Morgan naturally feel proud of having captured the American tandem records for four and five miles, taking them from such men as as Furnivall and Cripps and Johnson and Walcott.

SOME of the so-called newspapers are still copying that imaginary conversation between T. Wood and some one in Springfield and overheard by "Morris." One of them goes so far as to copy it from an English paper as an item of interest (?). Why my dear Rips. this is now ancient history and "Morris" has been fired long ago because his hearing had evidently gone wrong.

THIS is the way the hour record has gone up. The question we whisper to ourselves is, "Has highwater mark been reached"? Rowe, 19 October, 1885, 20m 1144 yards; Rhodes, 8 October, 1886, 21m 530 yards; Rowe, 12 October, 1886, 21m 1149 yards; Rowe, 25 October, 1886 22m 150 yards.

"BOB" Cripps has been on the "*Contintonng*" taking a holiday and a rest. Bob's curly and nodding head has been missed from the path this season. We hope however he has recuperated, and will take a hand in with the fliers in 1887.

KAUFMAN, the trick rider, has been secured by a Glasgow theatrical manager to appear in the Xmas pantomime. The inhabitants of the effete monarchies of "Yurrup" will soon be surfeited with an overdose of Yankee trick riders.

A WRITER in a Cincinnati paper, "who has travelled," says that Washington, D. C., has the greatest variety of vehicles of any city on the globe. From the most ancient and primitive gig and carryall, to the latest thing in carriages and cycles from London and Paris.

WILL the bicycle ever equal this speed? *Perhaps* it would be safe for us to say no. The *London Standard* is responsible for the following corker. Some traveller pigeons were loosed in London, and flew to Brussels, a distance of 180 miles, in 340 minutes. This speed is equal to more than two miles in the minute.

A SPECIES of cycling "wild Dutchman" makes his appearance in Brighton, England, periodically. This creature is described as rushing through the streets every Saturday night at a fearful pace. He "clangs a bell" furiously, and makes things very lively along his chosen route. The authorities have been urged to arrest him, but so far the spectre has evaded the bobbies.

IN England, the Salvation Army are adopting the wheel as a means of conveyance. This is a new cause of annoyance to the sedate tricyclist, as the chawbacons of the rural districts, and the hod carriers of the urban portions of Merrie England, now "hurl Salvation Army expletives at unoffending cyclists."

A SERIOUS effort was made recently in France to utilize cycles in military manœuvres. They were used to carry messages from one part of the field to the other. The experiment proved a dismal failure, as the point to be reached was often away off from the road, in woods, etc., thus making it practically impossible to reach the intended destination.

THE friends of Mr. Ducker have again resumed their regular occupations. They have resigned their seats on the "safety valve." In the meantime Dr. Beckwith breathes free, and can now lay himself down to sleep without having visions of dynamite or fear of "indiscreet" letters being shaken in the face of the world, by the relentless Ducker.

THAT the abolishment of the promateur class is a thing certain, goes without saying. That the A. C. U. will at once, or pretty soon, face the music and give us another platform more permanent, and in keeping with the times, we take for granted. The A. C. U. have got all winter to brood over the past, and make proper provisions for the future. Take your own time, gentlemen, and *make no mistake.*

WE think Woodside's assumption of the title of professional champion of America is well taken. We, however, tremble for his long possession of the title, if either Hendee or Rowe take it into their heads they want it. "Woody" is a good fellow, any way.

WHEN Bassett put on that overcoat at Magnolia the other evening, and danced in that appropriate costume, it was because some malicious persons had told him that his nether garments in the rear were in need of repairs. Further investigation proved that it was the chairman's young brother that needed patching. As an exchange puts it, "all this was much to the ladies' amusement, from a 'feminine point of view.'"

AN English physician recently advertised for an assistant, and of course received answers galore. Imagine the disgust of the worthy "doc," who is an ardent lover of the wheel, on reading one of the answers, in which the applicant stated, "I have no small vices; I neither smoke, drink, or ride a tricycle!"

MR. A. GEORGE COLLINS, of the Suffolk Club, has just imported from Coventry, Eng., an Apollo safety bicycle, the first sent to this country. The peculiarity of this machine is a multiplying wheel, making two and a half revolutions to one of the pedals. The diameter of the front wheel is only thirty-seven inches, but it may be easily geared up to an action above that of the ordinary 56-inch machine, the pedals revolving about a small cog situated midway between both wheels. — *The Globe.*

Some one must have been guying the *Globe* man. The Apollo safety is simply a neat, light machine, of the Rover type, with two thirty-inch wheels. As to the pedals revolving about a small cog situated between the two wheels, the cog-wheel revolves with the pedals same as any other driving gear on a bicycle or tricycle does.

IT seems in rather poor taste for the editor of our esteemed School street contemporary to find fault with the A. C. U. for not enforcing its rules while the League remains inactive.

THE absurdity of the amateur rule as a gauge with which to estimate the character and social worth of a man is frequently and vividly illustrated. In England, Hale, a man good enough to belong to the Ripley Road Club, which prides itself in being rather swell, is suspended for promateurism. What happens? He is not good enough to belong to any of our amateur associations.

AND now comes Hendee, feeling sorry to become a professional because, so it is said, he will forfeit his right to belong to the Springfield Club. Years ago Mr. T. N. Hastings, a well-to-do gentleman of good social position, went to some country fair to race. When he got there it was race for money or sit on the fence. He preferred the fun and excitement of racing, and took the paltry prize. He was compelled, in consequence, to resign from the Boston Club, though he was just as good a fellow, just as much of a gentleman, and in every way just as eligible, except, the rule forbade.

AGAIN, Lewis T. Frye, another member of the Boston Club, set his heart on beating Prince, and so raced against him. He had to forfeit his amateur standing and resign from the Boston Club. Neither he nor Mr. Hastings were good enough, after committing these offences, to belong to the League, though that institution contains numbers of men not to be compared with them in any way.

NO longer can our enemies in this country call us Anglomanics after reading Mr. Hillier's accusation of our having an anti-English policy.

MANUEL MARTIN, of Cohasset, was seriously injured by a collision with a team on the streets of that town. The horse fell on Mr. Martin, and in the struggle kicked him, cutting his leg very badly. No one was really to blame.

THE Boston Club took a trip down to Gloucester last Saturday. There were eleven members in the party. The steamer "City of Gloucester" took them to the quaint old town, and on their arrival they were at once captured by Mr. Jno. S. Webber, Jr., and were put through in good shape the rest of the evening. Sunday morning early saw the party *en route* to Boston. Mayor Parsons, of Gloucester, came down to call on the cyclists and see them off. With fair wind and middling roads the party arrived in Lynn, and then partook of one of



RUDGE TELEPHONE MAN.

HELLO!
When did you say the

RUDGE CYCLES

would be superseded by other makes? When Cycling became a thing of the past. Oh! now I understand you.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 22-pound Racing Wheel, and on a track with anexceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

THE AMERICAN CHAMPION

to-day holds every World's Record on the road above 25 miles to 300 miles, the latter enormous mileage being done within the 24 hours, by **STILLMAN C. WHITTAKER,** at Crawfordsville, Ind., Oct. 18, and 19. The run was made on a 50-mile straightaway and surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the Times:

Miles.		Hours.	Min.	Sec.
50	(About 4 min. behind his previous World's Record.)	2	59	50 2/5
100	(25 min. ahead of the World's Record, and over a min. better than Ives's Springfield Track Record.)	6	1	15
150		10	28	52
200		15	13	30
300	(About 24 min. better than the best World's Track Record.)	23	46	16 3/5

The latter magnificent record is about 41 MILES better than the hitherto accepted A. C. U. Record by Munger; about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which latter two are accepted records, however.

If you want the EASIEST RUNNING ROADSTER in the World, you must come to us.

CORMULLY & JEFFERY

Manufacturers of the American Cycles,

CHICAGO, ILL.

the famous Boscobel dinners. Two hours for this meal and a rest, when three of the party returned by train, and the rest went through to Boston *via* wheel. Quite a number of actives and associates came out from Boston to dine with the Gloucester contingent.

Two big Rides.

GEO. B. THAYER a citizen of Vernon, Ct., claims to have covered a distance of 4,224 miles on his wheel since 18 April last. His route was to Sacramento *via* Chicago, Denver, Omaha, and Salt Lake City. From this point he trained it to Sacramento and from this to the Yosemite on his wheel, Then steamer from San Fancisco to Portland, Oregon. Thence to the Yellowstone Park, remaining eight days there, and then to Salt Lake City, to Denver, to St. Louis, through Ohio and Virginia, and home. Total distance covered 9,700, of which 5,476 was by railroad and 4,224 by bicycle. The entire trip cost him under $300.

WILLIAM W. SHEEN,

of Quincy, Mass., has had a strong desire to make a distance record on a bicycle, but, unlike Mr. Thayer above mentioned, was compelled to make his record upon his native heath and not, like Lord Lovell and the aforesaid Thayer, "foreign countries for to see." The upshot of all this is that Mr. Sheen, who is described as a sturdy youth of twenty-two summers has managed to drive his wheel 6500 miles since the 1st of April. He lives in Quincy and does business in Boston, so that he can get in twenty-eight miles of riding to and from business, and then, after supper, this harmless enthusiast mounts "his trusty," and reels off the miles for a few hours. Sunday is his great day, when he lies down to sleep and feels he has a good fat record for that day he sleeps conscious of having done his duty. He acknowledges that the mania has interfered muchly with his "*other amusements*"! He rides a Star. We *must* lack appreciation, as we cannot understand this piling up miles for the season, for the sake of piling up *only*.

RACING NEWS.

Rowe and the Mile Record.

2.29 4-5.

W. A. ROWE, at Springfield, 22 October, made the mile in 2.29⅘. Two false starts were made, but on the third attempt he got away, with Woodside as pace-maker. At the 5.30 yard mark Crocker took him in hand, who in turn made way for Hendee. The pace was tremendous and the pacemaking by the three men fine. The last quarter was spurted for all it was worth. The times were: ¼, 37⅘; ½, 1.14⅘; ¾, 1.50⅘; 1, 2.29⅘.

The officials were: Referee, Howard P. Merrill; judges, C. W. Hutchins, E. Pierce; timers, E. C. Robinson, C. T. Shehan, George E. Robinson; scorer, E. D. Curtis; starter, H. C. Cornish.

22 Miles 150 Yards is Record!!

NOT content with beating Rhodes's great record of 21 miles 531 yards in the hour, Rowe started out to beat his own better record, and get over the twenty-two mile mark within the hour. It was nearly 3 P. M. last Monday, when this phenomenal man, with Hendee as a pace-maker, started on the attempt. The day was cloudy, and a chilling wind was blowing down the backstretch, it was not an ideal record day. Woodside and Crocker alternated with Hendee in making pace, and the result shows how splendidly this was done. From four to twenty-two miles the records went like smoke, as will be seen below:

Miles.	M. S.	Miles.	M. S.
1	2.36	12	32.35
2	5.12 3-5	13	35 18 2-5
3	7.54 3-5	14	38.01 2-5
4	10.41 2-5	15	41.41 2-5
5	13.23 4-5	16	43.26 4-5
6	16.12 3-5	17	46.14 4-5
7	18.59	18	48.58
8	21.41 2-5	19	51.40 1-5
9	24.26 4-5	20	54.25 2-5
10	27.07 1-5	21	57.07 3-5
11	29.51 3-5	22	59.46

The officers of the course were: Judges, G. F. Taylor and A. O. Sinclair; referee and scorer, Howard P. Merrill; timers, E. C. Robinson, C. T. Shean and G. E. Robinson; starter, Harry Cornish.

Whittaker's 24-Hour Record.

FURTHER particulars of this remarkable ride are now at hand. It seems that the weather was perfect for the attempt, the air being still and warm on the morning of 18 October, the date on which he started, at 4 A.M. The moon shone brightly, so that the road was easily discernible until Old Sol came up over the eastern horizon and relieved the silver luminary from duty.

The course was fifty miles, and was over some of the finest gravel roads in Montgomery County, Ind. There is one thing yet lacking in our report, which we hope may come to hand before we go to press, and that is, how the distance was measured, but knowing the thoroughness of the Westerners in these matters, we have no doubt the fifty miles can be verified. The summary and comparison with A. G. Mills's ride for the 24-hours, 4 October, we give below:—

WHITTAKER. Miles.	H. M. S.	MILLS. Miles.	H. M. S.
25	1.28.10		
50	2.59.50 2-5		
75	4.36		
100	6.01.15	100	7.30
125	8.23.35		
150	10.28.52	150	12
175	12.59.20		
200	15.13.30		
225	17.18.06		
250	19.20.50		
275	21.37.27		
300	23.46.16 3-5	294 1-2	24

He rested about three hours during the trip.

The officials were: Referee, W. H. Pontius; judges, Charles Harding, James Q. W. Wilhite; timers, Charles Gilbert, W. S. Brown, Samuel Smith, M. Insley; scorers, Albert S. Miller, M. Keegan; starter, John White; checkers, Tom Nicholson, H. C. Bishop, F. Eastlack, L. Lee.

Crocker tries for the Ten Miles Tricycle Record.

FRIDAY afternoon, 22 October, Crocker, started to get inside Gatehouse record on bicycle, for ten miles. He failed to do this, but he captured the world's professional record from two to ten miles.

Pacing was done by Woodside, Rowe, and Hendee.

CROCKER. Miles.	M. S.	GATEHOUSE.	M. S.
1/4	43 4-5		40
1/2	1.28 4-5		1.19
3/4	2 12 2-5		2
1	2.57		2.41 2-5
2	5.53 4-5		5.37 2-5
3	8.49 1-5		8.30 4-5
4	11.50		11.26 4-5
5	14.50 1-5		14 27 1-5
6	17.49 4-5		17.25 3-5
7	20.51		20.16 4-5
8	23.53 3-5		23.15 4-5
9	26.56		26.25 2-5
10	29.54 3-5		29.26 1-5

Officials: Referee, H. P. Merrill; judges, C. W. Hutchins, E. Pierce; timers, E. C. Robinson, C. T. Shehan, G. E. Robinson; scorer, E. D. Curtis; starter, H. C. Cornish.

Amateur Tandem Records.

OUR old racing acquaintance, L. H. Johnson, mated with Harry Walcott, made the records on tandem, from four to ten miles, on the Roseville track, 23 October. The times are as follows:

Johnson and Walcott.

M. S.		M. S.
1 3.18 2-5	Crist and Brown	2.43 1-5
2 6.36 4-5	English and Cripps	5.34
3 10.15 2-5	" " "	8.23
*4 13.19 2-5	Armaindo and Morgan	12.39 2-5
5 16.46 2-5	" " "	15.47 2-5
6 20.35 1-5	Eck and Morgan	19.20 1-5
7 23.45 2-5	" " "	22.51
8 27.13	" " "	26.06 1-5
9 31.01 2-5	" " "	29.30 2-5
10 33.59 2-5	" " "	32.51

* American amateur record, 4 to 10 miles.

Records at Lynn.

WHILE Johnson and Walcott were pounding away at Roseville a capturing of tandem records, last Saturday, Mlle. Armaindo and Morgan were doing the same thing at Lynn, with what success the following tables will show.

Miles.	Lynn.	Roseville.
1	3.09	3.18 2-5
2	6.19	6.36 4-5
3	9.30	10.15 4-5
4*	12.39 2-5	13.19 2-5
5*	15.47 2-5	16.40 2-5

*American records.

The same day and place Eck and Morgan started to down the twenty-mile American record, on the tandem. The professionals also knocked Johnson's and Walcott's record, made on the same day, from six to ten miles. Summary as follows: —

Miles.	M. S.	Miles.	M. S.
1	3.16	11	36.10
2	6.30 1-5	12	39.24 3-5
3	9.41 2-5	13	42.49
4	12.54	14	46.09 1-5
5	16.16 2-5	15	49.32 2-5
6*	19.30 1-5	16	52.52 4-5
7	22.51	17	56.15
8	26.06 1-5	18	59.33
9	29.30 2-5	19	1.02.54
10	32.51	20	1.06.12 2-5

*Records from 6 to 20 miles inclusive.

The officers of the race were: Referee and starter, E. M. Bailey; clerk of the course, W. G. Foster; judges, H. B. Clements, A. Lord, F. B. Brooks; scorers, W. E. Wiswell, E. G. Gordon; timers, E. L. Story, A. A. McCurdy, Charles H. Annis.

National Cyclists' Union — The Makers' Amateurs.

An ordinary meeting of the Council of the N. C. U. was held lately at the London Tavern, Fenchurch street, E. C., Mr. W. B. Tanner, vice-president in the chair, supported by delegates from various clubs. The hon. secretary brought forward the report of the executive committee upon section 2, which relates to makers' amateurs. Under the infringing clause "D," of the amateur definition, Mr. W. M'Candlish, in a speech of some length, moved an amendment "that the section be struck out." Mr. Swindley seconded the amendment in a vigo speech. Messrs. C. W. Nairn, C Larette, F. P. Lowe, and H. Irons also spoke in support of the amendment. Messrs. Hillier, Todd, and W. A. Smith spoke in support of section 2. At length, the subject having been threshed out, the amendment was put from the chair, and lost by a large majority, only twelve voting in favor thereof.

N. C. U. Records.

The record committee of the N. C. U. have passed the following claims to record: —

Bicycle (*path*).—J. E. Fenlon, at Paignton track, 4 Aug., 1886.

Miles.	H.	M.	S.
11		32	16⅝
13		38	12⅝
14		41	8⅝
15		44	5⅛
16		47	7⅛
17		50	11⅛
18		53	11¼
21	1	2	27⅛
22	1	5	31⅛
23	1	8	35¼
24	1	11	40⅜
25	1	14	38

Bicycle (*road*). — G. P. Mills; 50 miles in 2 h. 47 m. 36 s.; 2 Oct., 1886.

Tandem Tricycle (*road*). — G. P. Mills and A. J. Wilson; 50 miles in 2 h. 46 m. 3 s.; 22 Sept., 1886.

The following claims have not been accepted, as the evidence as to times was not satisfactory: —

Bicycle (*path*). — P. Furnivall, at Long Eaton track, 24 Aug., 1886: Quarter mile, 37 s.; half mile, 1 m. 15⅘ s.; three-quarter-mile, 1 m. 51⅕ s.; one mile, 2m. 30 s. A. P. Engleheart, at Coventry track, 6 Aug., 1886: Four miles, 11 m. 14 s.; five miles, 14 m. 1⅕ s. J. E. Fenlon, at Paignton track, 4 Aug., 1886: Eight miles, 23 m. 28⅘ s.; twelve miles, 35 m. 14⅘ s;

Tricycle (*path*). — By G. Gatehouse, at Long Eaton, 24 Aug., 1886: Quarter-mile, 40 s.; half-mile, 1 m. 18 s.; three-quarter-mile, 2 m.; one mile, 2 m. 41⅘ s.

For the Records Committee,
Finlay A. Macrae.
hon. sec. *pro tem.*

Winona, Minn.

For some time the interest in racing in our city has been centered in the coming race between Grant Bell and R. H. Spear, both of Minneapolis. At the State Meet held here in our city Bell and Spear met in two races, one one-mile dash and a two-mile dash, which resulted in Bell winning the one-mile and Spear the two-mile. The result was, that Bell challenged Spear to race a five-mile race, and after a number of spicy articles published in the Minneapolis *Tribune*, they agreed to race five miles on the Winona track, the date set for being 20 Oct., and for a purse of $50.

At the shot from the pistol Bell was off and led the way three-quarters of a mile, but on the back stretch Spear passed him and set the pace hotter. Spear continued to lead until on the upper turn of the next to last lap, when Bell spurted by and held the lead until the home stretch had been reached, when Spear, by a beautiful spurt, passed him and won the race. Time: R. H. Spear, 17.25; G. Bell, 17.25½. There was a very strong wind half way to push against, and it is generally conceded that had it been a still day the time would have been nearer 15 minutes. Bell, immediately after the race, shook hands with Spear, and made this remark, "Well, that settles it, Spear," showing by this action his friendly feeling. Spear was the general favorite from the first. Bell rode the Star, and Spear the Columbia Racer, 54-inch.

Since my last letter nothing of special note has occurred. The Bicycle Club have had several moonlight runs into the country, a distance of about eight miles and return, making a sixteen-mile ride after supper, with the beautiful scenery to surround us, for which Minnesota is noted. Now that our professionals are satisfied, it is time for our amateurs to have some fun.

Bicycling is becoming very popular in our city. M.

Ives Challenges Whittaker.

Editor Bicycling World: Will you please publish my challenge to S. G. Whittaker, or any other bicycle rider, to ride 50 miles, 100 miles, or 24 hours, on the Crawfordsville, Ind. road, the race to be run ten days from date.

Yours very truly,
F. F. Ives.

Boston, 27 Oct., 1886.

Chelsea Club Road Race.

Last Saturday the Chelsea Club held its annual road race of twelve miles. Roberts (4 min. handicap) won in 48.11⅘. Simpson (5 min. handicap), second, in 48.11¼, and Tucker, third, in 48.12 (4 min. handicap.) As these times are reported correctly, it shows it was one of the closest road races for the distance ever recorded. It was won on a spurt, and only one-fifth of a second separated first, second, and third man each. Referee and starter, Abbot Bassett; judges, Messrs. Seward and Hardy; timer, A. D. Stoddard; checkers, Messrs. C. C. Walker, G. H. Danforth, and R. G. Beazley.

All Sorts and Clippings.

Dr. Kendall swears he will not rest or eat until he has the scalp of the fellow who signs himself "The Owl." He says the man who insinuates he is not a taking member of society.

Mr. T. H. Blair has decided to present for competition among amateur photographers a silver cup of the most unique design made by Tiffany & Co. The conditions are briefly: The cup to be competed for at the next exhibition of the Amateur Clubs. The cup to be held by the club whose member wins it, to be competed for in like manner year by year. No professional work allowed in competition. Competitor must have made picture himself, prepared plates and paper will be allowed only. No picture will be allowed to enter competition. No restrictions on kind of lens, camera plate, or paper used.

Is there such a thing as a Soapmakers, Union, or Association for the Governance of Users of Soap? If there is, we should like to know whether the amateur status of Mrs. Langtry, Mdlle. Adelina Patti, Miss Mary Anderson, Mdlle. Marie Roze, and Miss Fortescue is in danger, and whether their unsolicited testimonials do not point to absence of payment going on between them and Messrs. Pears for goods supplied. The action of our own Union suggests the advisability of other associations making inquiries into the affairs of other people who are selling the goods of other firms, hence our query. — *Bi. News.*

The action of the Brockton Club in trying to palm off Severance as a member of their club, so that he could compete in a team race under their colors, has not a very savory odor. It seems, from the *Providence Journal*, that President Pratt, of the Brockton Club, was one of the officers of a race meet where Severance competed as a member of his club team, and yet nothing was said by him. It was only on the second attempt of the same game that Mr. Pratt is supposed to have spoken. We hope there is an explanation of the charge made by the *Journal.*

Dan Canary is now in the German capital eating sausages, drinking Pillsner, and astonishing the natives. His performances are drawing crowds; consequently, he is tucking away the thalers in great shape.

It is said that we are working for the abolition of the amateur rule. Indeed we are not. We like the dear silly old rule. But we should like to have some one point out why it should not be done away with.

Boston has been boasting about its good roads for many years, and now Indiana claims a three hundred-mile record for a fifty-mile straight-away course. Massachusetts has no such roads that we know of.

The Overman Wheel Company have taken up the Downs cyclometer, and are perfecting both the hub and spoke patterns. Mr. Downs is no longer interested, except that he is retained for any improvements he may make in future. These cyclometers will be ready for the market 1 February, and will mark a new era in cyclometer making.

In addition to the prize awarded to Sanger, through the action of Mr. Corey, for second place in the thirty-mile road race of the Massachusetts Club, the Somerville Cycle Club will present their rapid fellow member with a special gold medal commemorative.

We are in receipt of a beautiful little gold and ivory handle-bar which will do us service as a watch-chain bar. These elegant little charms are made by Flintham and Frampton, of Topeka, Kas. Not only every wheelman should have one, but the public at large should get a bar for his chain. See advt.

We hear that Stevens is now on his way from Calcutta to China, from which country he will sail to San Francisco, and get home about New Year.

We gave the Columbia Safety a good test by riding it up from Gloucester, the other day. The "dwarf" carried us nicely and easily.

The *American Wheelman* is a bright breezy paper. The editors write with all the Western snap. Send for a sample to St. Louis, Mo.

The refusal of the N. C. U. to recognize the time of 2.30, for the mile, claimed by Furnivall, will leave the record for that distance on this side of the pond. The question now comes up: Will the records of Hendee and Rowe recently made, be accepted by the A. C. U? If so, how do the board get over the "seven days'" notice rule? The quicker the rule is "amended" the more satisfactory it will be. The seven days' notice clause is a foolish one, as has been shown by the practical working of same this fall.

Mlle. Armaindo and Morgan swear by the Marlboro' Club tandem. They rode it in their twenty-four-hour record-breaking ride, and in their five miles successful attempt also. Eck and Morgan rode this same machine in their twenty-mile record. Not a nut, spoke, or any part showed the least signs of needing adjustment even after all the strain put on it by running it at racing speed nearly three hundred miles. That speaks volumes.

The Quadrant has been doing noble work on the other side winning hill-climbing contests, and scoring 2.38 for a mile on the road. This record suggests a chance for some good sport over fair stretches outside the city. Under favorable circumstances we should not be surprised to find the path records cut.

The dry weather is raising the deuce with our roads in the East. They are getting very crumbly. A week's wetting would do tremendous good.

When you get the *Globe* man at work describing the construction of a machine you find him right at home. If his memory fails him then his vast imagination comes bravely to his rescue *vide* his remarkable description of the Apollo Safety, which we reproduce as a curiosity, in another column.

A great reward will be secured by those who write to Hallett & Co., Portland, Maine. Full information will be sent you, free, about work that you can do and live at home wherever you are situated, that will pay you from $5 to $25 and upward a day. A number have earned over $50 in a day. Capital not needed: Hallett & Co. will start you. Both sexes; all ages. The chance of a life-time. All is new. Now is the time. Fortunes are absolutely sure for the workers.

Battersby has been doing great work with the Rudge Crescent on the path. This machine has done admirably on the road, both here and in England. Stoddard & Lovering will have a stock of these for the opening of the season of 1887.

Ducker says he has letters from Iliffe and Sturmey, in which they promised to send a representative to the Springfield Meet, and that further private advices stated the man was to be Hillier.

Wendell, with citizen's clothes on, hustled off a quarter of a mile in 37⅘ s. riding a Victor roadster. Not bad for Asa? But think of the Columbia teamster riding a "Vic.!"

The Overman Company are still busy experimenting with their three pattern tricycles. The result will be a machine that will not take a back seat from any maker.

The American Champion now holds every world's road record up to three hundred miles within the twenty-four hours. S. G. Whittaker, who has recently been attaining such startling results on this wheel, and who had never before experimented on a Roadster, lays it to the bearings. The G. & J. bearing is the most original of any on the market, and there is likely something in this.

Butman & Co. tell us that their trade in second-hand machines is very brisk. This is unusual for this time of the year, but so it is.

Prior to the trial made last Friday by Rowe to lower the one mile record at Springfield, both this gentleman and Hendee formally resigned their membership of the A. C. U., and in the pacing that followed by and with professionals, formally entered the ranks of the professionals.

W. J. Corcoran has severed all connection with R. A. Neilson as his trainer, and otherwise. Mr. Corcoran was the man who put Foster in proper form, so that this really good amateur was able to do so well on the Eastern circuit.

An excellent suggestion was that made by our e. c., of School street to the effect that a large van accompany the members of the ladies' run next time, and that in the van the babies belonging to the individual members of the party be securely packed. It is understood that Mr. C. E. Bassett will act as pilot of the preciously freighted van. Two additional wagons will follow the cortege, one will have tanks filled with lacteal fluid, and the other will contain the necessary articles of the toilet incidental and peculiar to babyhood. Each infant will be furnished with a squawker, of the Atwell pattern. The effect of the procession, headed by the genial Abbot himself, together with the melodies produced by the combination of squawker and infant, is expected to create a sensation.

Lester and Wilmot have joined hands, and are now ready to meet any other two track riders for the championship on the ordinary, the Star, the unicycle or buggy-wheel. They want some one to conquer.

Oh, that Devil!! We mean the printer's D. The utmost sympathy has been expressed for our fellow cit., W. B. Everett, because we announced last week that he had been tossing around on the briny ten days overdue. Imagination depicted the poor fellow living on half rations, and hard tack at that. Some even going so far as to assert he had clung to a spar for ten days in mid ocean, and had nothing to eat but rare roast beef and clams. In fact, there has been no end to the speculation and assertions of his sufferings. All because the printer read TEN for TWO. We heard of one sympathizer who had started a subscription for his widow, and orphans, but we soon nipped that.

Mr. Karl A. Pardee, through the columns of the Akron (Ohio) *Beacon*, lets

out at the Cleveland Club for the manner they treated him at their races last season. The burden of Mr. Pardee's complaint seems to be that he entered a five-mile race, time limit, seventeen minutes, and that he rode that race in 17.9½ to please a Mr. Callister, and was therefore, not awarded the "big cup" We cannot clearly see cause for complaint.

THE chairman of the Racing (L. A.W.) Board has issued the following: "This board is officially informed by the secretary of the N. A. A. A. that James H. Sherman and George L. Lyon, both of Lynn, Mass., have been refused reinstatement as amateur athletes. A statement of the questions put to these men, and their answers to the same, has been furnished the Board, and from these it appears that the men lost their status in athletic contests several years ago, and the National Association refuses to restore it. They can, therefore, no longer be recognized by the League as amateur wheelmen." Just as much sense in this as there would be in calling a man who dabbled in paints a professional artist, because some years ago he received money for writing a book.

A LYNN *Bee* reporter has been "buzzing" Armaindo and Morgan about their tandem path record. He was greeted by the lady with a "happy smile" and stiff knee, while the senator, feeling happy after a good breakfast of chops and eggs, extended a sore hand But they were not broken up at all, and only wished some liberal dealer would put up, as the mercenary Armaindo expressed it, "sufficient cash to warrant" them in knocking the spots out of their 250 miles record We had heard that Mlle. Armaindo, in two or three weeks, would cease to be an ornament to the ranks of the professionals, and would take up the cares of domestic life with a Minneapolis business man, for a partner. Mlle. denies the soft impeachment, but says there is truth in the rumor that she has ridden her last bicycle race. She has transferred her affections to the tandem and the single tricycles. She will rest during the winter, and then appear on the circuit next season.

DIRECTORY.

SPECIAL NOTICE

To Manufacturers, Dealers, Agents and Repairers.

We will insert your Name, Address and Business, as below, for **$5.00 a Year**, without the paper included, and for **$5.75 a Year**, including the WORLD for one year. **Regular Advertisers** will of course have Name and Address inserted under this head **FREE.**

Send in your Name and your Money to

BICYCLING WORLD CO.,

No. 179 TREMONT STREET.

BOSTON, MASS.

POPE MANUFACTURING COMPANY, "Columbias," 597 Washington street.

OVERMAN WHEEL COMPANY, "Victors," 182 Columbus avenue.

STODDARD, LOVERING & Co., "Rudge," 152 Congress street.

COVENTRY MACHINISTS COMPANY, 239 Columbus avenue.

W. B. EVERETT & Co., "Singer," 6 and 8 Berkely street.

W. STALL, "Star," 509 Tremont street.

WM. READ & SON, "Royal Mail," 107 Washington street.

J. A. R. UNDERWOOD, "Quadrant" and "Rover," Dorchester District.

MURRAY'S, "American cycles" and repairs, 100 Sudbury street.

STRICKLAND & PIERCE, bicycle shoes, 156 Summer street.

JOHN HARRIOT, medals, 433 Washington street.

C. H. CODMAN, photographic goods, 34 Bromfield street.

BLAIR CAMERA COMPANY, photographic goods, 471-477 Tremont street.

CYCLING PHOTO. COMPANY, "Celebrities," 176 Tremont street.

B. SCHULENKORF & SON, C. T. C. tailors, 1141 Washington street.

F. G. BURLEY, Burley saddle, Brighton District.

BUTMAN, second hand machines, 89 Court street.

BALTIMORE, IND.

SAMUEL T. CLARK & Co., "New Rapid," 4 Hanover street.

BEVERLY, MASS.

GEORGE CHINN, Essex County handbook, Beverly, Mass.

CHICAGO, ILL.

GORMULLY & JEFFERY, "American," 222 and 224 No. Franklin street.

LE ROY, N. Y.

W. C. BOAK, bicycle sundries.

LONDON, ENGLAND.

R. E. PHILLIPS, patents, 70 Chancery Lane, W. C.

MERIDEN, CONN.

GREGHILL MANUFACTURING Co., bicycle sundries, Meriden, Conn.

NEW YORK.

NEW YORK BELTING AND PACKING COMPANY, 15 Park Row.

HOME SCHOOL, exercises, 16 E. 14th street.

DAYTON, OHIO.

A. W. GUMP, bicycle sundries and second hand machines, Dayton, Ohio.

NEW HAVEN, CONN.

BICYCLE SUPPLY COMPANY, bicycle sundries, 32 South Front street.

NEWARK, N. J.

McCOY & WILLIAMS, "Sparbrook," 24 and 26 Mechanics street.

PHILADELPHIA, PA.

H. B. HART, general dealer, 811 Arch street,

PEORIA, ILL.

GEO. W. ROUSE, bicycle sundries, 9 G street.

ROCKFORD, ILL.

F. LILLIBRIDGE, Lillibridge saddle, Rockford, Ill.

ROCHESTER, N. Y.

"PUNNETT," Jersey cloth breeches, Rochester, N. Y.

SMITHVILLE, N. J.

H. B. SMITH MACHINE COMPANY, Star, Smithville, Bur. County, N. J.

THE WHEELMANS REFERENCE BOOK is a publioation no wheelman who desires to be well informed should be without. Records, hints *in re* touring and training. Sketches and portraits of all the prominent wheelmen, etc. Send $1.23 for a copy and a subscription to the BICYCLING WORLD for one year.

FOR SALE OR EXCHANGE

[*Advertisements under this head, FIVE CENTS a line.*]

FOR SALE. — A tandem (Singer's Traveller). New last June, and run only 200 miles on best roads by owner and wife; never injured, looks like new, balls all round, weight 112 pounds; quickly convertible, and weighs but 80 pounds single. Price $100, if sold now; crating and cartage extra. W. C. LEWIS, Mass. Bicycle Club, Boston, Mass.

FOR SALE. — One 50-inch full-nickelled Expert Columbia, in first class condition. It has one of the best Lillibridge saddles, Perfection Bell Columbia lantern, Overman Rat Trap ball pedals. The nickel is not rusted and is in good condition. New tire on little wheel. The wheel is actually worth $100, and will be sold for only $62.50. LEWIS P. THAYER, West Randolph, Vt.

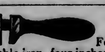
WANTED. — I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. BOAK, Le Roy, N. Y.

THE ECLIPSE LAMP, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, $4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, $3.00. Send for circulars. W. C. BOAK, Le Roy, N. Y., sole United States agent.

MYDDLETON'S Enamels, jet black, steel color and transparent; the best on the market. Price, 75 cents per bottle, including brush. Send for circulars. W. C. BOAK, Le Roy, N. Y., sole United States agent.

VICTORS. — 25 bran new; $25 down and $10 per month, to close. Orders received at once will be filled; we cannot duplicate them on these terms after this lot is sold. LOWE BICYCLE COMPANY, Fitchburg, Mass.

BARGAINS. — 58-inch Expert, felloes and spokes enamelled, balance nickelled, dropped bars, parallel pedals "double-grip" tires cut, some nickel, and bearings good as new, price $55; the above with '86 cowhorn bars, Ball pedals, D. G Butcher cyclometer, Lillibridge saddle and spade handles, $110; 52-inch Expert, '84, with new tires, painted, $75; 50-inch Standard, cone-bearings, new tires, $40; 50-inch Standard, nickelled except rims, parallel bearings, $45; good condition, 50-inch Harvard, full-nickelled, with Columbia bearings, $55; 48-inch 1886 Expert, cannot be told from new, $105; style E., 60-inch Special Columbia, full nickelled, $40; Ball's to front wheel; five cradle springs complete, at $2.50 each; a lot of long-distance saddles, taken in exchange for Lillibridge, price $1.00 to $2.00 each, some as good as new, for half price; Hill & Tolman's automatic alarm $3.00 bells, $1.25; Expert straight bars complete, with brake levers, $2.00, cost new, $4.10; Columbia pedal slippers, 50 cents, cost $2.00; (four parts) swing spring, $3.00, cost $5.00; Evening Star lantern, $4.50, cost $7.00, good as new; Columbia lantern, $2.50, cost $4.00, used once; one nickelled, for $1.50; 48, 50, 52 and 54-inch McDonald cyclometer, $1.50 each, cost $4.00; Standard Columbia saddle springs, 75 cents, cost $1.50; Expert springs, $1.25, cost $2.00; suspension saddles, 50 cents, cost new, $2.50; one 36 x 54 Kangaroo, good condition, price, $65. JAS. A. SPEAD, South Newmarket, N. H.



HANDY POCKET WRENCH. For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE. RUDGE RACERS. Attention, racing men.

1 53	RUDGE RACER	used twice	$90 00
1 54	"	" three times	90 00
1 55	"	" never used	90 00
57	"	" "	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE. — An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Hedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE. — A Europa Convertible Sociable, with two speed gear; price, $130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A 54-inch 'Xtraordinary Challenge (Safety) nearly new; price, $100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE. — A few Experts, Victors, Rudges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

THE SPRINGFIELD WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL, POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle.** Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from $8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PEORIA, ILL.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.

IF YOU ARE INTERESTED IN

The Kennel, Trap and Field Shooting, Bicycling, Angling, Archery, and all Out-door Sports in General,

YOU SHOULD READ

The AMERICAN SPORTSMAN,

The Gentlemen's Weekly Journal of Reputable Pastimes

SUBSCRIPTION PRICE, $2.00 A YEAR.

ADDRESS,

The AMERICAN SPORTSMAN CO.

CINCINNATI, OHIO.

HUSTON ST. JOHN - - - Manager.



D.

Strickland & Pierce, 156 Summer Street, Boston No. 1 Boston Bicycle Shoe, $5.00; No. 2 Boston Bicycle Shoe, $4.00. Al Kangaroo Skin, light and tough. Sent, post-paid, on receipt of price. Sporting Shoes a specialty.

PATENTS.

Protect your Inventions. **Mr. R. E. PHILLIPS, M. I. M. E., F. S. C. etc.,** Solicitor of **Patents, Designs and Trade-marks. 70 Chancery Lane, London, W. C. England,** has an expert's knowledge of Cycles, and makes a specialty of Patents relating to these machines. English Provisional, from £3. Complete Patent, from £9, inclusive of all costs. Circular and advice, gratis.



SAFE, PRACTICAL & FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

RIDERS OF COLUMBIAS

HOLD

WORLD'S RECORDS

FROM

¼ MILE TO 21½ MILES, INCLUSIVE,

AND

The Greatest Distance Ever Made

WITHIN AN HOUR,

22 MILES, 150 YARDS

CATALOGUE SENT FREE.

THE POPE MFG. CO.

597 Washington St., Boston.

12 Warren Street, New York. } Branch Houses, { 115 Wabash Avenue, Chicago.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE

BICYCLING WORLD

ROLL CONTENTS

VOLUME 13

ROLL NO. [redacted] 4

END

PLEASE

REWIND